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TOPICS - OF - THE - DAY

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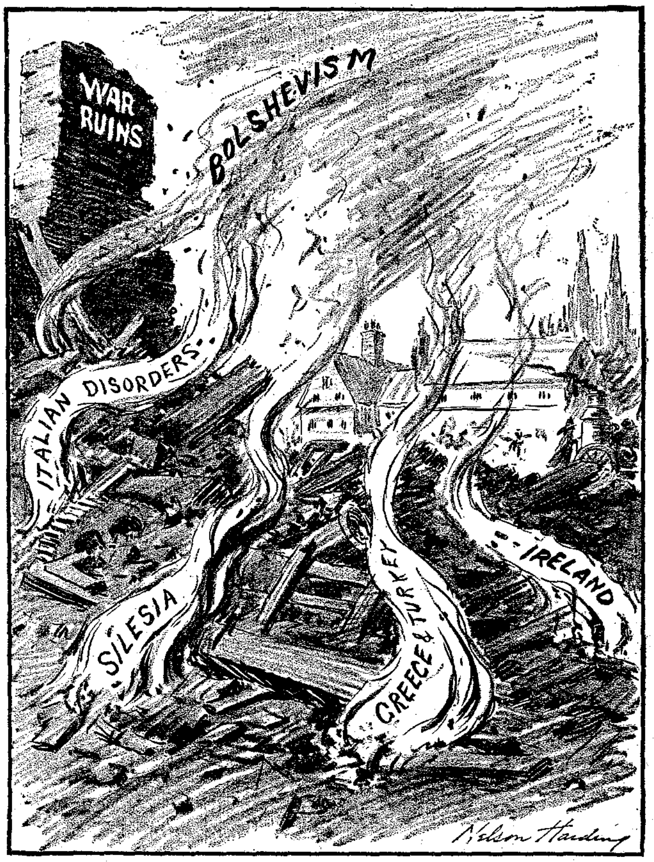
DISRUPTIVE FORCES WITHIN THE ENTENTE

THE FLARE-UP over the Silesian episode revived, for a moment at least, the persistent German dream of a break in the Entente; and at the same time it brought to the press of the Allied and Associated nations a sobering realization that the failure of France and Great Britain to reconcile their conflicting interests might fan into flames the smoldering hatreds of Europe. Thus, immediately after Lloyd George's flat-footed demand that France and Poland curb Korfanty in Silesia, a Berlin correspondent of the New York *World* announced "on high authority" that "a beginning has been made toward a *rapprochement* between Great Britain and Germany, directed against French aggression in the Ruhr and Silesia"; and in another dispatch to the same paper Maximilian Harden, after declaring the Anglo-French alliance as unstable as a union of oil and water, asserted that: "Many a French general is secretly saying to-day that, as 'perfidious Albion' is not dependable, an understanding with Germany and a realization of the Napoleonic dream of a Continental union is the most advisable plan."



DANGEROUS EMBERS.

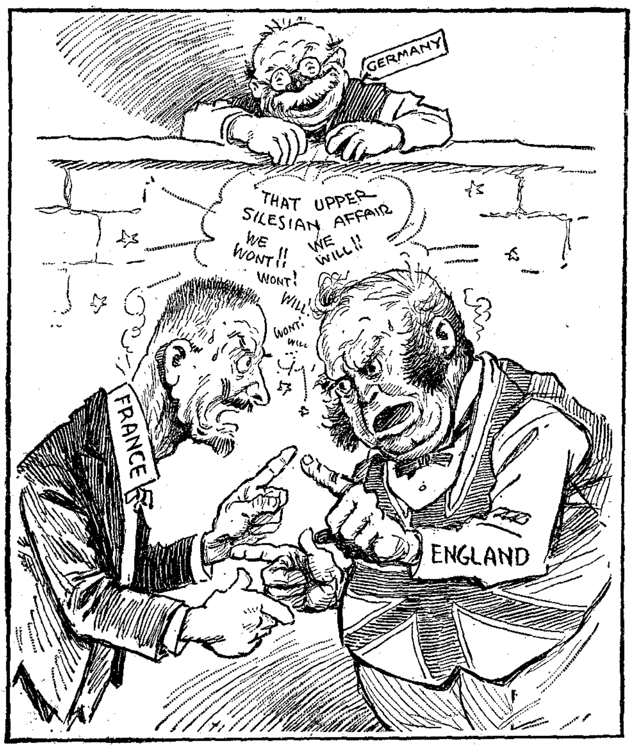
—Harding in the Brooklyn *Eagle*.

But even the Germans are well aware, according to a Berlin correspondent of the New York *Herald*, that "much more than the present Upper Silesian controversy will be necessary to destroy the Anglo-French entente"; and this conviction has been officially confirmed in France and England. "It is folly to believe that after the great storms which the Entente friendship has weathered it would founder on the Silesian question, upon which all are agreed in principle," averred Premier Briand in the French Chamber of Deputies, where he went on to quote the British Prime Minister as saying: "I should not like to be the man who would have upon his conscience the responsibility of breaking up the good accord between France and England." The French Premier is further quoted by the New York *Times:*

> "Here are my last words: In the present world crisis no people can live alone. As long as I am on the bridge I will not send our ship upon the rocks. I will never act so that France finds herself as in 1815 or 1871. I can never forget that in the world-war England came to our side, and America came, and others came. You should not forget that. We owe them something in spite of dissension and politics. This splendid union must be maintained."

But even while the consequences of the Silesian friction seem destined to fall far short of Germany's hopes, the episode has turned the light on certain facts of profound importance to the United States and the Allies. "It has brought out more clearly than anything since the war that there is a real diplomatic battle on between England and France for domination in Europe," avers Edwin L. James in a Paris dispatch to the New York *Times*. "Mr. Lloyd George excels in dividing; he arrays one against the other all the peoples of the Continent," exclaims the Paris *Temps*, which adds: "Shall we not know how to unite them?' Of what value is the British alliance to France, asks Pertinax in the *Echo de Paris*, "if it is opposed to the exigencies of our national defense?" "For sixteen months past France has so often sacrificed her rights and even the text of the Treaty to Lloyd George that he imagines himself master in every situation," according to André Tardieu, former French High Commissioner to America. While the Silesian crisis was at its height A. L. Garvin in the London *Observer* wrote: "The danger that the British Government feared would result from an Anglo-French break is now less formidable than the actual mischief already created by the French determination at all costs to ruin Germany in the east and west." And in a statement issued by Lloyd George at that time we find these significant statements:

> "The mists ahead are more than usually dense. Much will depend on the Allies holding together. Apart from treaty obligations, events which can not be foreseen must determine the future groupings of the nations, and the future of the world, and especially of Europe, will be determined by old or new friendships.
>
> "Under these circumstances, the Treaty of Versailles is a document of infinite moment—especially to the nations of the


GERMANY
THAT UPPER SILESIAN AFFAIR
WE WONT!!
WE WILL!!
WONT!
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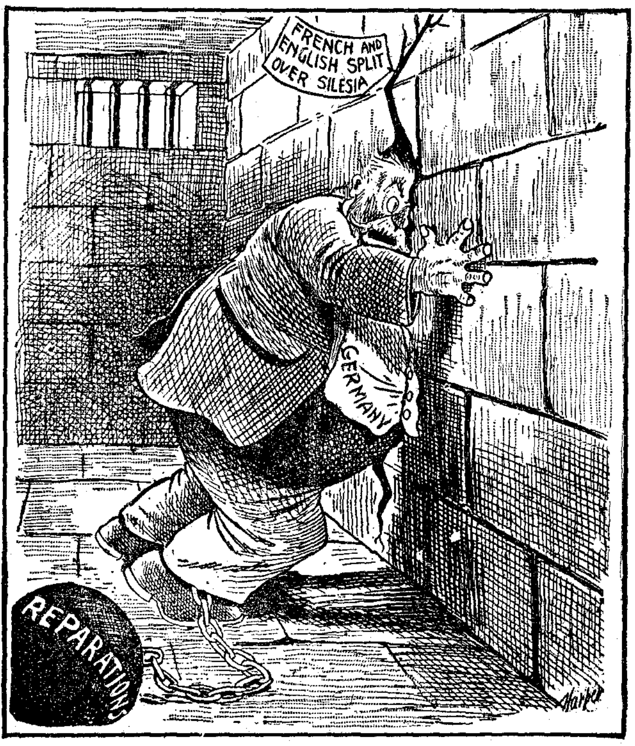
WILL
FRANCE
ENGLAND

GERMANY: "AT LAST—DERE IS TROUBLES BETWEEN 'EM."
—Morris for the George Matthew Adams Service.


FRENCH AND ENGLISH SPLIT OVER SILESIA
GERMANY
REPARATION
Harper

NOT LARGE ENOUGH TO LET HIM OUT.
—Harper in the Birmingham *Age-Herald.*

ANOTHER GERMAN HOPE DOOMED TO DIE.

Entente. It binds us together when there is so much to divide us. Those who treat its provisions as if they were the sport of passion and prejudice may not have to live long to regret their hot-headedness."

"The settlement of the Silesian problem may result in a temporary restoration of harmonious relations, but since fundamentals are involved, there will be no real unity until English and French policies are more in alinement," cables Arthur S. Draper from London to the New York *Tribune.* This, he says, "is the opinion of high British officials." "If the French Government continues to pursue the policy which it has pursued since the armistice, we do not see how a self-respecting British Government can ultimately avoid a break," remarks the *New Republic* (New York), which goes on to say:

> "The present rulers of France are not playing fair. They have systematically labored and schemed to exploit a victory which was won with the assistance of British, Italian, and American troops on behalf of an aggressively nationalistic French policy, which would have made France the dominant political and economic power on the continent of Europe at the expense not only of her enemies but of her Allies. Again and again the British Government has checked the French military party by forcing it to abandon some particularly obnoxious proposal, but it always comes back with a new invention designed to emasculate Germany, to keep the hostility and the hatreds of the war alive, and to consolidate French military supremacy in Europe. It is indefatigable, ingenious, furtive, and absolutely ruthless. Its policy deprives France of allies and friends. It forces the other Powers to act either as her accomplices or her opponents."

To A. C. Freeman, writing in the magazine supplement of the Socialist New York *Call,* "the immediate settlement of the Silesian problem is of much less importance than the fundamental divergence of British and French policies which it has revealed." With little sympathy, apparently, for either side, Mr. Freeman continues:

> "The present quarrel no doubt will be officially patched up; for the two countries still have many common interests in the enforcement of the Versailles Treaty. But new crises will certainly arise, each one more serious than the last, until even the pretense of friendship and understanding is cast aside.
>
> "Irresistible economic factors are driving the two countries farther and farther apart. The English *bourgeoisie* are traders; the French *bourgeoisie* are pawnbrokers. It is imperative for England to revive Germany, economically at least, in order to secure a market for her goods. The French, on the other hand, wish to keep Germany utterly crusht, to wring out of her the last available penny of reparation, and to live off the proceeds of their usurious loans to Poland, Hungary, Greece, Turkey, and the other countries which have fallen into the clutches of the French banking interests. Sooner or later the pursuit of these mutually exclusive policies will lead the two countries to an open and final breach."

Business competition inspired the Anglo-French friction over Silesia, thinks the Springfield *Republican,* which remarks: "It is plain that the British business world, while it favors the claim of France to a large indemnity, is opposed to a Franco-Polish monopoly of the coal of Europe." The Pittsburgh *Leader* hints at French plans for a war on Russia, in which case France would find a strong Poland an invaluable ally. And in the Baltimore *News* we read:

> "England wishes to see Germany discharge her obligations and to take her place again as a European nation, able to perform her very necessary part in the economic life of Europe. And England has no wish to see France build up an absolutely supreme military hegemony on the Continent. England has for centuries been the great stabilizing factor in European politics. In every European war she has taken part, and always upon the weaker side. Two hundred years ago she was fighting with Frederick the Great against France. A century ago she was combining with Germany and Russia against France. Then she turned against the rising Russian power, and even after 1870 might be found in opposition to France and Russia, until the German power drove her readily into the Triple Entente. But there is nothing about the Entente to make it any more lasting than the previous alliances. And if France tries to carry things with too high a hand, it will break up.
>
> "The English are very desirous of standing with their Allies, if that is possible. But they are not willing to help them pick Germany to pieces. Lloyd George does not really mean that he is afraid that Germany will one day become strong enough to make military sanctions unavailing. He means that, to the English view, a permanent settlement can only come by actually allowing Germany to regain a normal position. England could not tolerate disruptive sword-rattling from Germany in the old fashion; neither is she inclined to tolerate the same sort of thing

from France now. And as for ourselves, whose primary interest in the whole matter is the economic recovery of Europe, and not merely the quieting of French fears, we are being more and more identified with the English position."

For a German view of the state of the Anglo-French alliance, we turn again to the words of Maximilian Harden, who says in a cable to the New York *World:*

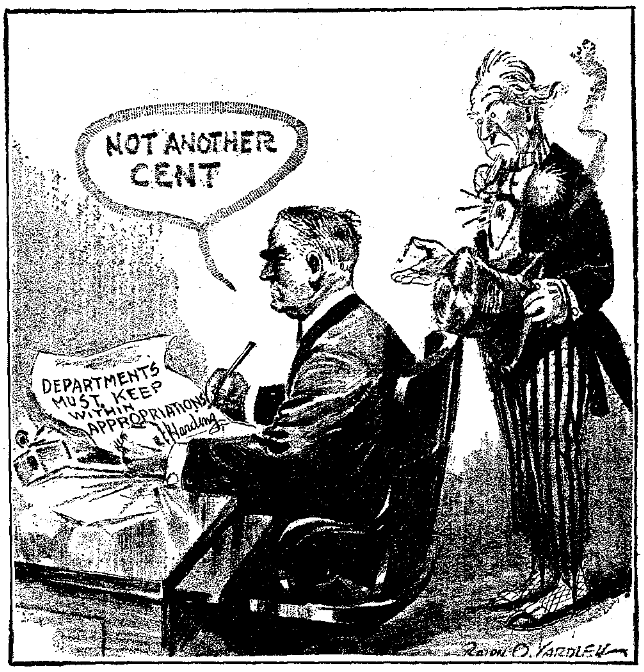
> "Just as oil and water, shaken together ever so violently, always remain separate, so the Franco-British union, however loudly the Entente may be celebrated, never remains firm for long. . . . . . .
>
> "Even in the midst of the recent war, the cleft between Britain and France was often visible. The split now is wider than ever. The war brought the British all they wanted. They are now the only great sea power of Europe. Germany is disarmed and Russia is no longer a menace or a power in the world. In Africa, Asia Minor, Mesopotamia, the Dardanelles and the Persian Gulf the sign of British rule is the Union Jack flying in the breeze.
>
> "France lost and suffered much more in the war and got less. France, never inclined to value the help of others, now imagines herself deceived and outwitted, and with difficulty hides her anger toward England, which will not allow her to occupy the Ruhr Valley nor control the coal mines and factories of Upper Silesia.
>
> "Lloyd George appeals to holy justice. But he will not disturb the sleep into which she fell when Germany's commercial fleet and Germany's colonies were put into John Bull's pocket.
>
> "Lloyd George knows that with France controlling the Lorraine mines, the Ruhr coal-fields and the Silesian minerals, she would set up an industrial dictatorship upon which England would be dependent. France, therefore, must not be allowed to export continental coal. Lloyd George also knows it would be a dangerous mistake to set any hopes upon the technical and industrial efficiency of the Poles. He wishes instead that a disarmed Germany shall soon recover enough to work hard and help England through her factories and manufactured goods, and act as her agent in satisfying the needs of Eastern Europe, especially Russia, where alone lies the necessary treasure for healing the damages of war. The French intrigue mixed with the Polish episode therefore annoys the British Premier."

The United States, through Secretary Hughes, has definitely refused to interfere in the Silesian settlement, altho Ambassador Harvey may sit with the Supreme Council when the matter comes before it. Our official position was defined when the Polish Minister, Prince Lubomirski, appealed to us to support Poland's position, and Secretary Hughes replied that our representatives in Europe "will, so far as at present may be seen, take no part in the discussions concerning Upper Silesia and will express no opinion as to the settlement." In explanation of this stand the Secretary of State points out that the definition of the Silesian boundary is "a matter of European concern in which this Government should not become involved." This opinion that the Silesian boundary is of solely European concern "must be challenged," thinks the New York *Tribune*, in view of the fact that, if not settled satisfactorily, it "may lead to another world-war." The facts, agrees the New York *World*, "are against Mr. Hughes." The Washington *Star*, on the other hand, indorses his attitude as "strictly correct," and the Providence *Journal* is confident that it "will meet with the whole-hearted approval of all Americans who have no selfish motives for wanting the United States to become entangled in European matters that are no business of the nation." But the Boston *Herald*, with its eye on the broader issues illuminated by the Silesian episode, remarks:

> "The world can derive no lasting benefit from any straining of the relations between France and England. If there is any serious danger that such a situation is in prospect the whole weight of America's influence should be thrown into the scale to prevent it. It is not only our right, but our duty, to make certain, so far as our influence can avail, that the fruits of a victory in which we had a part are not frittered away through any dissensions or misunderstandings among our late associates in the war. This is the broader aspect of the whole situation and it is the one that ought to concern us the most."

TO ROOT OUT WASTE AT WASHINGTON

GOVERNMENT DEPARTMENTS are to be reorganized, duplication of effort is to be eliminated, office-holders are to lose their jobs by wholesale, useless bureaus at Washington are to be thrown into the discard, and the whole scheme of government is to be put on a businesslike basis, with economy and efficiency as the watchwords of the present Administration. Such is the promise which President Harding made in a recent speech before the Academy of Political Science at New York. Already the cruel ax which cuts off some government employee from a lucrative position is being wielded. According to J. J. Underwood, writing in the Seattle *Times*, "Attorney-General Daugherty has just discovered that he had on his pay-roll seventeen men, appointed by Mr. Palmer, who were still drawing $6,000 a year and generous expenses as special district attorneys; their duty was to investigate the high cost of living!" The Government, adds this Washington correspondent, "now employs 200,000 more civilians than it did in 1916; in Washington alone it employs twice as many as it did before the war. In the War Department the civilian personnel is out of all proportion to the enlisted personnel—there is, roughly, one civilian employee to every two soldiers."


NOT ANOTHER CENT
DEPARTMENTS MUST KEEP WITHIN APPROPRIATIONS Harding
Ralph O. Yardley

THE SPENDTHRIFT.

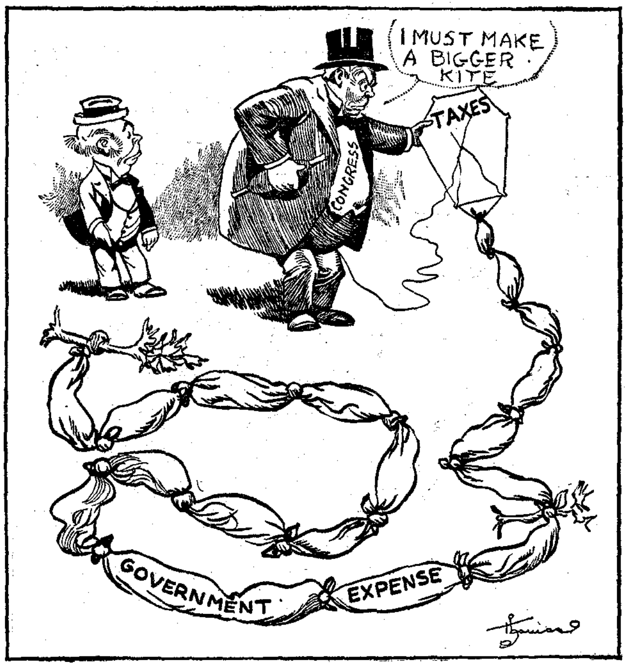
—Yardley in the San Francisco *Bulletin*.

"There was a time," points out Representative Reavis, of Nebraska, "when the expenses of the Government amounted to only 12 cents per capita per year; in 1916 it was only $11.14. Now the per-capita cost is $43." Of every dollar collected, we are told, only 12 cents go to defray the general expenses of the Government; the other 88 cents are needed to pay for past wars and preparations for new ones. Five years ago, when taxes were collected indirectly, the average man paid little or no attention to the outgo, but now the matter of taxes is of vital concern to him. "The burdens of government during the war were immensely increased, and it is for us now to find means of lightening these burdens," is the way President Harding puts it. "Every principle and device which promotes efficiency in private business should be adapted and applied in government affairs," said the President in his New York speech. Continued the Executive:

> "To bring economy and efficiency into government is a task second to none in difficulty. Few people, in or out of the Government, have any conception of the growth of government business in the last decade before the world-war; still fewer at

all realize the pace to which that growth has been speeded up since the war started. The multiplication of departments, bureaus, divisions, functions, has resulted in a sort of geometrical increase in the tasks which confront the heads of executive departments when they face reconstruction problems. They find that with their time already mortgaged in favor of tasks which demand more hours than the day provides they must devise means for doing yet more work with less money.

"Fortunately, the prospect is not so hopeless as might appear, because the present organization is so bad that the insistent application of a few established principles of sound business organization will result in immediate economies and provide a margin of available means to meet new demands. The party in power is pledged to economy and efficiency, and you may be assured that every energy is being directed to redeem that pledge to the last degree and with all promptness."



CUT OFF SOME OF THE TAIL.
—Thomas in the Detroit *News*.

A reorganization of the executive departments of the Government is the first task of the new Administration. Senator Smoot, chairman of the joint Congressional committee which is to undertake this work, believes that this seemingly impossible feat will bring a saving to taxpayers the first year of three hundred millions, without sacrifice to the service, and that even greater savings will be effected each succeeding year. The New York *Herald* gives us an impression of conditions in Washington, and it points out how badly government bureaus are in need of a thorough unscrambling:

"Very recently a group of engineers made an unofficial survey of the government activities as related to engineering, architectural and public works, finding that construction work of one kind or another is in the hands of nine separate departments, operating through thirty-four bureaus or services, together with four agencies not attached to the departments. This makes thirty-eight in all, and the annual expenditure for construction of all sorts for the Government amounts to more than half a billion dollars a year."

The Smoot committee will determine what bureaus or departments can be consolidated or eliminated, and also just where and how the expense of government operation can be reduced to a minimum. "When the committee reports we should at least have some idea as to why sixteen different bureaus are engaged in chemical research work, and why seventeen purchasing agents, for example, are necessary to buy cement for seventeen different bureaus," remarks the Nashville *Tennessean.* And Harold Littledale permits readers of the New York *Evening Post* to peep behind the bureaus in Washington:

"In one way or another, eleven different bureaus have something to do with foreign commerce and seven with domestic commerce, fifteen do education of one sort or another, ten engage in public-health work, sixteen in chemical research, seven are concerned with disabled soldiers, fourteen with public lands, twenty-four do surveying and mapping, twenty-two do engineering research, sixteen are engaged in road construction, twenty-five construct or supervise buildings and grounds, nine are concerned with aeronautics, seven with Alaskan affairs, nine with navigation and merchant seamen, fifteen with rivers and harbors, and nineteen with hydraulic construction."

Mr. Littledale believes that the method of appropriating public money is "absurd and extravagant." In his opinion, bureau heads are in reality supersalesmen. As he writes in one of a long series of articles:

"You may be the head of a useless bureau, but if you are a good salesman you will be able to get a large appropriation. On the other hand, you may be the head of an important bureau but have no ability as a salesman, in which case your request will be cut far below your need and you will be made to feel that you attempted to loot the Treasury and were caught at it!

"In the early history of the Government one committee of Congress prepared the appropriations and provided the means of revenue. That is not the case now. To-day one committee looks after appropriations and another after revenues. As they cooperate in only a perfunctory manner it is as if in a household the woman incurred bills with no real idea of the amount of her husband's income.

"The bureau chiefs know that in all probability the Appropriations Committee will try to cut their estimates, and so they ask for more than they need in the hope that after the revision they will still have what they need plus their hopes and their desires and their dreams."

"But the days of riotous extravagance are at an end," declares the Washington *Post*, which goes on:

"For many years executive officers have been accustomed deliberately to ignore the limitations fixt by Congress and to follow their own ideas as to expenditures, depending upon Congress to make deficiency appropriations to cover the deficit. It is a custom which President Harding is determined to stop. It is inconsistent with the spirit of the Constitutional provision which makes Congress the keeper of the Treasury, and is a roundabout way of evading the restrictions which the Constitution intended that the legislative branch of the Government should place upon the executive branch."

"The President alone can not place the Government upon a sound and economical business basis; he alone can not apply the remedy, but must have the cooperation of Congress, whose attitude in turn must be determined by the insistent demand of the public," says the Troy *Record.* And the present Administration "will not lose prestige through the reorganization plan," the Rochester *Post-Express* assures the President; "it will lose only the favorable regard of spoilsmen and mere office-seekers." "The President does not underestimate the difficulty of the task, but it can be accomplished," asserts the Utica *Press.*

We can expect, however, to see a reorganization bill "shot at (in Congress) from behind more trees than concealed all the Indians who helped ambush Braddock's army," predicts the Springfield *Republican*, and *The Ohio State Journal* (Columbus) looks for opposition from Washington bureaus, "where business in the Departments represents personal and selfish politics." Furthermore, adds the New York *World*, "the hope that Mr. Harding expresses for an 'effective reduction in the cost of Government' can never be realized until the cost of armament is first reduced." Continues *The World:*

"Reorganizing bureaus and discharging unnecessary clerks, desirable in all respects as this is, will never straighten out the tangle of national finances, nor can the Government call itself efficient, no matter how far it goes in the direction of departmental reorganization, while it is pouring out hundreds of millions of dollars every year for military expenditures which bear no relation to any known question of national defense."

THE RAILROADS' RUINOUS RIVALS

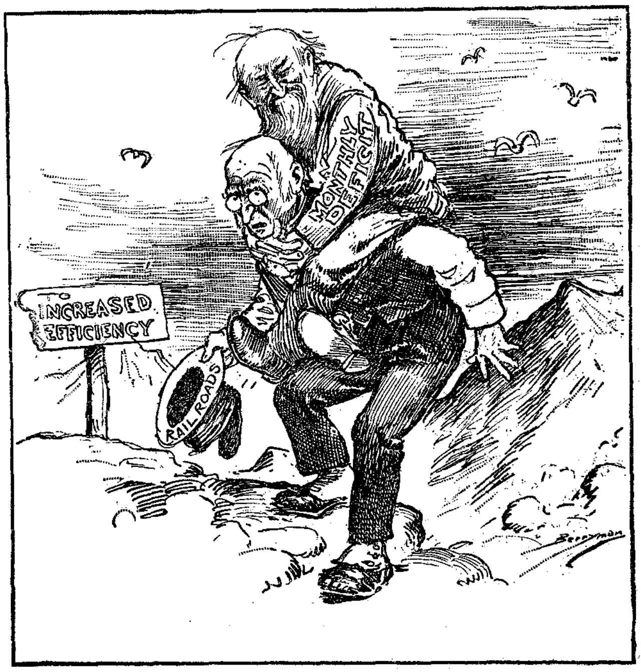
APPLES, ORANGES, AND LEMONS to the tune of 9,500 car-loads, enough to keep several boats busy for a year, are reported to be guaranteed by Pacific-coast fruit-growers to a steamship company which will carry them to Gulf and Atlantic markets. River traffic, too, is coming back. A steamboat, heavily loaded with manufactured products, leaves Cincinnati by way of the Ohio and Mississippi rivers for New Orleans, where the cargo is transferred to an ocean-going vessel bound for Pacific-coast ports. In the thickly settled East, motor-trucks are taking the short-haul freight business from the railroads to such an extent that an official of a New England road says: "It has seemed certain for about two years that eventually the railroads must tell many communities that short-haul service can not regularly be maintained in competition with that of trucks and that a choice must be made between the two." Facts like these which appear in the press almost daily are the basis for Mr. Julius Kruttschnitt's declaration that the railroads are being ruined by an increasing and "unfair" competition—unfair because subsidized. The chairman of the Southern Pacific Board of Directors does not want to banish motor-vehicles from the highways, but, he says, they should not "use the roads as common carriers, without paying any tolls, and destroying them," and "they should not be allowed to wreck the profits of the steam lines." Mr. Kruttschnitt is not criticizing "the motives of public policy that determined the construction of the Panama Canal, highways, inland waterways, and ships." But he does "criticize and protest most earnestly" the "unrestricted use for common-carrier purposes of these works built with public money to destroy the business of public-service corporations, built with private moneys, dedicated to public use." That this competition is a serious menace to the roads, the press in general agree. But when Mr. Kruttschnitt suggests "remedies," the weight of editorial opinion seems to be against him. This is the program urged by the railroad man:

> "1. Stop the use for common-carrier purposes of highways built with public money without adequate tolls and proper regulations.
>
> "2. Make inland waterways built or improved at public expense carry themselves as to interest on cost and maintenance by regulating traffic on them and by imposing adequate tolls.
>
> "3. Keep the United States Government out of the business of operating steamships and stop the lavish expenditure of public money to provide coast-to-coast ocean transportation in competition with transcontinental railroads.
>
> "4. Tolls for use of the Panama Canal should be sufficient to pay interest on its cost, operating expenses, and maintenance."

"Not only considerations of justice, but those of practical expedience as well," says the Dallas *News*, in agreement with Mr. Kruttschnitt, "urge that we require all of our transportation agencies to defray all the legitimate expenses of their operations." The water competition seems unfair to several New York papers. "The Government must go out of the shipping business," declares the New York *Journal of Commerce;* or, "if the Shipping Board continues in such business it should at least be on the basis of a fair competition," the New York *Commercial* avers. That commercial vehicles ought somehow to pay more for the upkeep of the highways they use is admitted by several editors who, however, are not quite sure how it can be arranged. It is very difficult, as the Fresno *Republican* remarks, to put the railroads and the motor-trucks on a proper competitive basis. Besides, for nearly a century public sentiment has encouraged water competition as a help in "keeping down" rail excesses, and the motor business is also a "popular" form of transportation.

> "Now, it appears that the motor business may drive the rails into bankruptcy before a new industrial standard has been reached. The people can accept the final standard, whatever it may be, but in the meantime we will be enduring unnecessary discomfort during the transformation."

In St. Louis, the largest city on our greatest navigable river, several newspapers dismiss Mr. Kruttschnitt's proposals as running counter to the public interest. And editors writing in such manufacturing and shipping centers as Baltimore, Buffalo, and Newark characterize them as absurd, impracticable, or quite behind the times. On the Pacific coast, the Portland *Oregonian* makes a detailed editorial study of the Kruttschnitt "remedies," resulting in an unfavorable judgment. The Southern Pacific executive is reminded that the highways serve as feeders for the railroads and develop traffic for them. His views of water competition are "archaic," according to the Portland paper. He "forgets the lavish gifts of right of way in public land which the public made to the railroads" and that the policy of improving our natural waterways as free highways was "adopted as a government function when the railroad system was in its infancy," and if he thinks this policy will be abandoned to save the railroads from competition "he is on the wrong track." And as for the suggestion that the Government "should lay up its ships rather than take traffic from the railroads," or should "abandon one of the two great purposes for which the Panama Canal was built—stimulation of cheaper transportation between the two coasts in active competition with the railroads"—why, "merely to state his proposition in these plain terms is to prove its absurdity." *The Oregonian* continues:



THE MODERN SINDBAD.

—Berryman in the Washington *Star*.

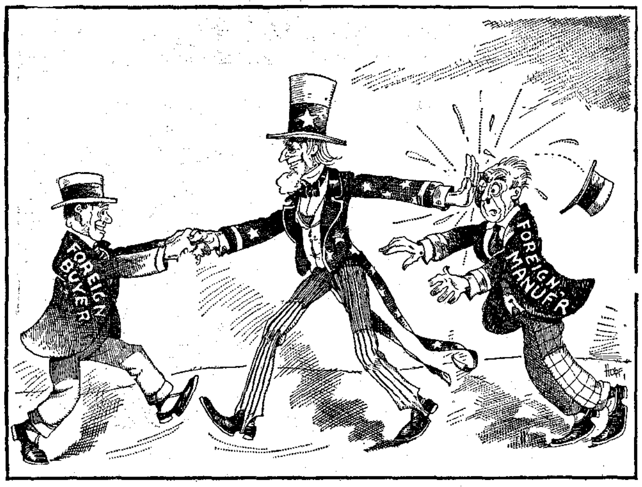
> "Attempt of the railroads to monopolize the carrying business is one of the chief causes of our transportation troubles. . . .
>
> "Freed from a glut of traffic, they should be able to haul a freight-train from coast to coast in ten days, which is double the passenger-train time, and thus compete in speed with a ship which takes twenty days for the voyage. Local traffic being far more profitable than through traffic in competition with water lines, the railroads should earn larger net income on comparatively short hauls to and from river and coast ports than on long hauls in competition with water lines. The true solution is to link rail and water lines in one system, not to drive water lines out of existence in order that railroads may live."

Let us have more and better-paved highways, more and better-improved waterways; then, says the Washington *Herald*,

> "The railroads will have to readjust their operations largely to the short-haul and to high-class traffic. On this basis both the waterways and the motor-trucks will be traffic-feeders. They will also materially develop the territory the railroads serve and so increase high-class freights which can stand high rates."

LOSING OUR GRIP ON WORLD TRADE

IT MAY BE MAGNIFICENT for a nation to have the bulk of the world's supplies and of its real money, but "it is not business," observes a writer in a trade journal. To-day "the American wareman is up against it because he sees from the top of his enormous heap of supplies, some of which are rotting under him, millions of would-be customers and an inactive merchant marine." Financial and industrial authorities who have spoken at recent gatherings of American business men report that Europe can not continue to buy of us because it has no funds, and that the rest of the world is not buying from us because our prices are too high and because European nations in a position to produce beyond their needs are underselling us everywhere. And editors repeat their assertions that our markets abroad are swiftly passing to competitors who give better prices and longer credits, who invest in foreign enterprizes and are better organized for foreign trade. "We are losing our general export business hand over fist," exclaims the New York *Herald*. We are losing customers "in the Orient to England and France," it tells us; "we are losing customers in South America to England and Germany, where the Krupp Gun Company, now turned from war to peace pursuits, is putting in successful bids for steel billets, plates, wire fencing, and even locomotives." In fact, "we are losing customers all over the globe to Germany," and are even losing them "right here in the United States to Germany." The enormous balances of exports over imports which we have had every month for the past six years were practically wiped out in April. For several months our exports have been dropping off rapidly while our imports have been slowly increasing. Our total foreign trade for April this year is worth almost exactly half as much as that in April, 1920. Of course the change is due somewhat to the decline in prices; but all that, as the Boston *News Bureau* observes, can not offset the palpable fact that the "combined exports for the past two months are only about equal to the recent average for a single month." The situation is naturally being watched with keen interest by American business men abroad, and from *Transatlantic Trade*, which is published by the American Association of Commerce in Berlin, comes this pointed comment:



"HOW LONG CAN WE AFFORD TO MAINTAIN THIS KIND OF A TARIFF POLICY?"

—Hopf in *The Dry Goods Economist* (New York).

> "As a nation, America possesses a magnificent foreign-trade machine of its own, but the directions for use seem to have been lost. The shortest roads to business on Continental Europe were taken by England and France immediately after the armistice. We started late—fashionably late—in getting our foreign trade party started; and if we had had more time we would have been later still. We have trifled with our war inheritance—the foreign trade opportunity—the one concrete gain of the war."

While our foreign trade is growing beautifully less, Congress is at the same time passing a drastic tariff bill and allowing Secretary Hoover more money to promote trade with nations whose goods it would exclude. American business men consult with representatives of foreign nations to help bring the nations together more closely in trade, while bankers actively promoting "foreign-trade financing on paper subscribe to but little actual stock in the schemes they advocate." The state of things revealed by these and other facts cited by the New York *Journal of Commerce*, is set down by that paper as "humorous in its way," and fit "for satirical comment, were it not so serious at the present moment." Just now, continues this important daily organ of business,

> "Our foreign trade is in a bad way. It has lost ground greatly within the past six months, and bids fair to recede a good deal further. This could well be endured, since we had, if anything, overdone foreign business in certain directions and had made no provision for the funding of our great export balance. The trouble is that the recession of foreign trade is symptomatic of a general condition; it is not merely an indication of temporary reaction designed to bring about better balance of indebtedness. We have in effect no foreign banking system whatever, and no new plans, so far as the public can find out, are in sight. Efforts to provide for long-term financing of outside business have not been cordially received, but in some cases have been almost a flat failure. The state of things which now exists in foreign trade is the outcome of the go-as-you-please policy under which exports were enormously enlarged when foreign necessities compelled a resort to this country, and are now allowed to fall away when there is competition abroad or when financial support is requisite to keep them up.
>
> "We must have a foreign trade policy and it must be consistent with itself. Either we do or we do not want the foreign trade. . . . . . .
>
> "If the present lines of national action are the deliberate outcome of consultation and forethought among our industrial leaders, there is no more to be said except that in these circumstances we shall never expand our trade. If they are (as is much more likely) the outcome of ill-directed effort and conflicting interests, the time has come for some consistent effort designed to bring about greater harmony. Present methods are inefficient, inconsistent, and, on the surface at least, lacking in sincerity."

The steadily dropping export figures, says the Buffalo *Evening News*, "are the ones which spell out the real reason for our shut-down or slowed-down factories, our 4,000,000 unemployed, and our business depression. They represent the dammed-up flow of commerce which is causing slack water in all branches of our economic life."

But altho it sounds discouraging, the New York *Evening Mail* can not believe that the meaning of the decline in foreign trade is really "so bad"—

> "During the war period much of the sudden, unprecedented growth in our export trade was unnatural, and all unnatural growths are dangerous. They seldom last long. . . . . . .
>
> "A time of readjustment was inevitable. Meanwhile we secured footings abroad that we never had before and are going to reap advantage from them. We increased our productive power also, and it helps to improve our price position. . . . . . .
>
> "It is, of course, inescapable that for many lines of production our prices, fixt by the abnormally high labor costs we could pay while war-vexed Europe and our own national treasury were putting into circulation here billions of money above normal, exceed those of foreign competitors. But we are getting our labor costs down very swiftly. We face no intolerable situation in this respect for such exports as will furnish a proper proportion to our total trade.
>
> "Investments abroad we shall make, because capital goes where it can earn the largest profits, and this nation will have more capital available for investment anywhere than any other. Longer credits we can give. . . . We can not rectify the foreign-trade tangle in a moment. But America will put it quickly in the way of improvement."

Government figures showing the recent decline in our foreign trade are arranged as follows by the Boston *News Bureau:*

	Exports	Imports	Excess of Exports
April, 1921	$340,000,000	$255,000,000	$85,000,000
March, 1921	386,000,000	252,000,000	134,000,000
February, 1921	489,000,000	214,000,000	275,000,000
January, 1921	654,000,000	208,000,000	446,000,000
December, 1920	720,000,000	266,000,000	454,000,000
November, 1920	676,000,000	321,000,000	355,000,000
October, 1920	751,000,000	334,000,000	417,000,000

Last year in April our exports were worth $684,000,000 and our imports were $496,000,000, giving us an export balance of $188,000,000. The $85,000,000 balance for last April, newspapers note, entirely disappears if we count the $92,000,000 in gold which we received during the month as part of our imports, and we are thus left with an actual adverse balance of $7,000,000. The drop in exports is partly due to price declines, we read in *The Federal Reserve Bulletin,* "but the fact remains that exports of many lines of goods, more especially of manufactures, are at a standstill. Among raw materials the most noticeable reduction in the quantities exported occurs in the case of cotton, the exports of which in March were 195,000,000 pounds, as against 407,000,000 pounds a year ago. Exports of wheat, corn, and barley, however, continue to move in larger volume than in the same month of 1920." The Federal Reserve Board has worked out a comparison of the value of current imports and exports of twenty-nine important articles "at 1913 prices," from which the New York *Tribune* quotes the following comparative figures for March of four different years:

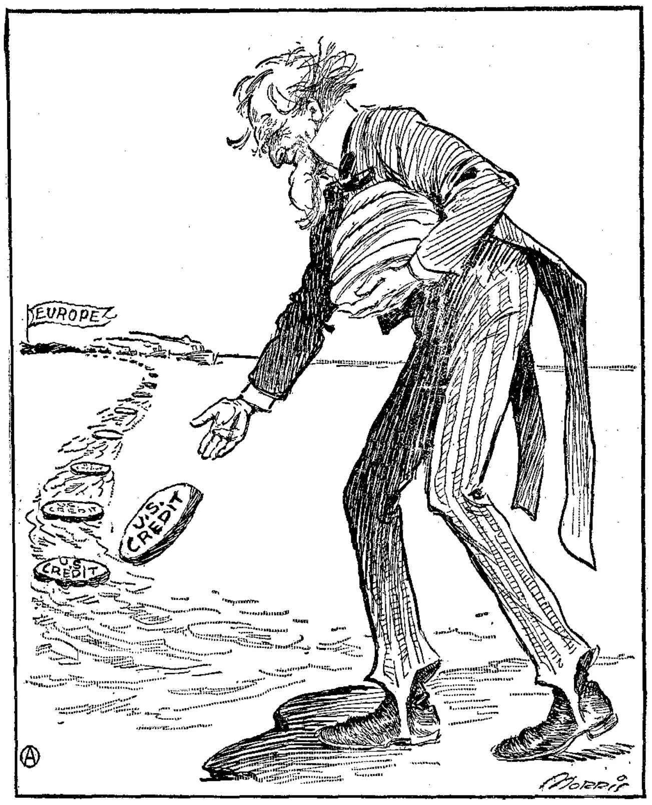
	Imports	Exports
March, 1913	$114,686,000	$102,215,000
March, 1919	162,716,000	135,405,000
March, 1920	248,534,000	164,512,000
March, 1921	174,184,000	116,126,000

The surprizing thing about this table, in the view of the New York *Tribune,* is that altho "the rest of the world, particularly Europe, has been presented as lacking goods to ship, yet it appears that in pounds and bushels 50 per cent. more were sent to us in March, 1921, than in March, 1913." The increase in imports from Europe probably "reflects a degree of progress in European reconstruction and trade recovery not fully appreciated on this side," we read in the New York *Herald.* Our imports from Europe in the last nine months "have increased to nearly three times what they were in the similar period of the 1919 fiscal year, while our exports have gone off 40 per cent. in the same time," says *The Herald* editorially. It proceeds:

> "There is only one conclusion to be drawn from these trade revelations. America must adopt a fresh view-point regarding the economic status of Europe. It is not enough that early last year we discarded the groundless fear of general European insolvency, debt-repudiation, and economic collapse and substituted the opinion that England would in a limited time regain her poise, while the Continent would remain helpless commercially and financially for years. We must face the truth that Europe becomes more and more able to produce, while our high production costs make it more and more difficult for us to sell."

A careful study of the revival of European trade competition appears in an article in the recent *Annalist.* The writer points out that while Europe's currency and credit position is most unsatisfactory, real wealth consists of such great resources as coal, iron, and oil, and of these Europe has an ample supply. In fact—

> "There are supplies not merely ample for European use, but so large that they can serve as a basis for revival of European export trade in very many lines. What we must realize in this connection is that the war put the United States into a very favored position as regards all of these matters, but that this position is, in many regards, accidental and temporary. During the war the conflict raged over many of the mining and manufacturing regions of France, Austria, and Russia; so that our own unharmed and undisturbed mines and factories were able to find markets which are ordinarily closed to us. Now the war is over, and, as normal trade conditions appear, we will find that some of these temporary war markets are entirely lost to us and that others may be held only under serious competition."



Protected by George Matthew Adams.

"CAST THY BREAD UPON THE WATERS: FOR THOU SHALT FIND IT AFTER MANY DAYS."

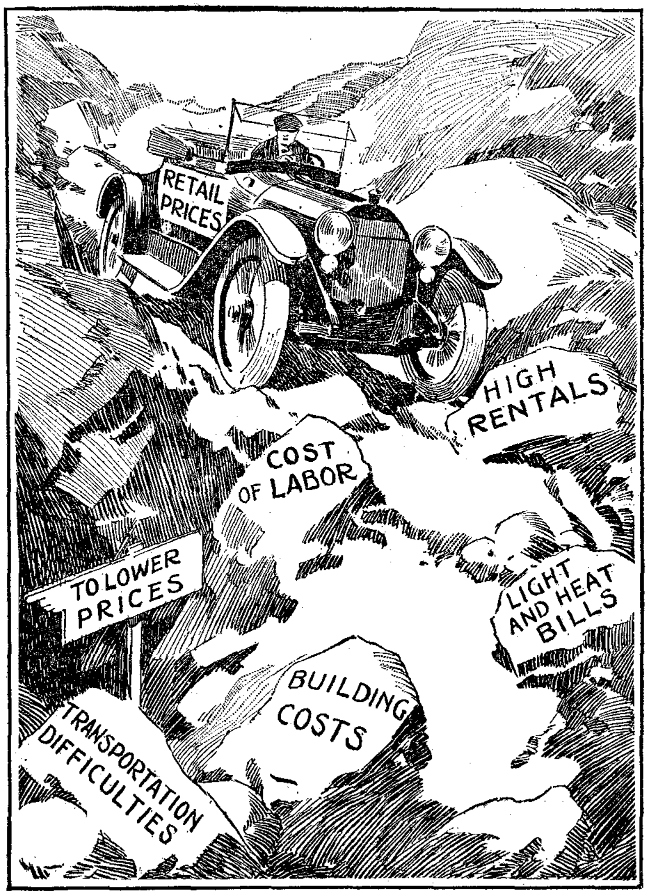
—Morris for the George Matthew Adams Service.

To meet this new competition, said Mr. Fred I. Kent of the Bankers Trust Company, at the recent meeting of the Foreign Trade Council in Cleveland, "we must do the job like masters." Other speakers at this gathering urged the adoption of a bargaining tariff policy, and the abolition of "double taxation," of American business men residing abroad. The convention adopted a platform calling for the creation of foreign-credit institutions and for popular campaigns to float their securities, and asserting that "a number of manufactured products remain too high in the cost of production to compete in neutral markets with foreign goods." It also demanded the reduction of transportation costs, revision of the shipping laws, and better training for foreign-trade experts. The demand for credit aid is strongly insisted upon by a number of papers in all parts of the country. Some editors see much good to follow from Secretary Hoover's success in getting appropriations from Congress to strengthen the foreign service of the Department of Commerce. Mr. Hoover, it may be remembered, has called attention to the necessity of trying to keep the "open door" in international trade. But, declares *The Evening Post* editorially,

> "The real remedy for our foreign-trade difficulty is lower production costs. We must strip away uneconomic restrictions and methods which came as by-products of the war, we must bring labor costs in line with commodity prices, and we must relieve ourselves of the existing oppressively high railroad freight rates."

WHY RETAIL PRICES ARE NOT LOWER

"UNFAIR, UNFOUNDED, ANNOYING, and even ridiculous," are the charges of the Federal Trade Commission against retailers, in the opinion of the secretary of the National Retail Garment Association, especially the charge that the sharp fall in producers' and wholesalers' prices is imperfectly reflected in the decline of retail prices. The cartoonists and paragraphers have played up this discrepancy to the full, many serious editorials have discust it, and the President himself, in his message to Congress, threatened a Congressional inquiry. But the retailers aver that they are being blamed unjustly, and several papers agree that retail-price reductions are going on as fast as can reasonably be expected. Thus the Cincinnati *Times-Star*, with an imposing array of figures, comes to the conclusion that "in the United States wholesale-price reductions have gone a little further than elsewhere, and retail-price reductions very much further; retail-price cuts have been more than half as much as wholesale-price cuts. In no other country are they one-third as much." Besides, adds the New York *Evening Mail*, "it is natural that retail prices should not have come down as rapidly as those of the wholesale trade, for retailers have not yet secured the liquidation of rent, labor, and delivery charges, or obtained new stocks which will enable them to make the same comparative showing." In addition to the original cost of an article, notes the Philadelphia *Public Ledger*, "the merchant must add a considerable percentage to cover his rent, heat, light, transportation, and labor—not one of which items has declined."



IF SOME ONE WOULD CLEAR THE ROAD.

—From the Philadelphia *Retail Public Ledger*.

Many merchants and heads of retail associations agree that "a reduction in rentals would be a real benefit to the buying public," as one of them puts it. And as one they assure us that, even tho he has been confronted with the high cost of those items enumerated by *The Public Ledger*, "the retailer on the whole has been, and still is, absorbing his share of the shrinkage in values," in the words of a Louisiana correspondent. "We can assure you that retail prices in the Central West have responded promptly to reductions made by the wholesaler," avers a Nebraska correspondent. As the New York *Evening Mail* puts the case of the retailer, most of whom, in the opinion of this paper, "are doing the best they know how"—

"Speaking broadly, the problem which confronts the retailer is no longer that of disposing of old high-cost goods and replacing with cheaper stocks upon which he can make a profit. The liquidation of old stocks has been pretty well carried through.

"The question which the retailer has to solve deals with costs and expenses which the wholesalers' reductions have not touched.

"The delivery costs in the city of Washington, D. C., last year totaled $40 for each inhabitant, or approximately $90 per family! The retailers' costs of delivery in the cities of the country generally are extravagantly high. The costs of what we may call 'frills' of retail merchandising have grown to be enormously expensive. A look into a typically modern store is sufficient to reveal this fact.

"The wrapping-paper bill of a merchant used to be nominal. Now it is very substantial. The express and freight charges which used to be so low that they were charged into the general expense account are now so high they must be apportioned and added into the selling-price of individual articles.

"The taxes have not come down at all. The interest rate on money used in the business has not come down. The advertising costs have gone up. In a small New England city where a few years since the local newspaper flat rate was 15 cents an inch it is to-day 55 cents an inch. The wage costs, which were raised during the war, have not been lowered much.

"Manifestly, while the retailer can and does sell cheaper than he did, he can not cut his prices so much as the wholesalers have cut theirs without putting himself steadily in the position of doing business at a loss."

A year of continuous yielding has lowered the general wholesale commodity price level to the lowest point touched since the beginning of November, 1916, we are told by *Dun's Review* (New York), the recession amounting to 36.7 per cent. John Wanamaker, who began his 20 per cent. retail reduction sale a year ago, further declares in one of his daily announcements in the New York *Times* that "while retail prices were never so high, in proportion, as wholesale prices, they, too, are down somewhere around 30 per cent. on the average." In fact, points out this merchant, "shoe prices are from 40 to 50 per cent. below general peak retail prices of a year ago." Mr. Wanamaker then goes on to prove his statements by giving a list of new prices compared with those of May 1, 1920, from which a few are selected:

Articles	*Prices, May 1, 1920*	*Prices Now*
Women's Coats	$75.00 to $135.00	$48.00 to $98.00
Women's Blouses	8.75 to 25.00	5.75 to 15.00
Women's Hosiery (all silk)	3.50	2.75
36-inch Taffeta Silk and Satin	3.95 to 5.50	1.95 to 2.50
31-inch White Broadcloth Silk	3.00	1.55
Women's Low Shoes	10.00	4.75
Men's Low Shoes	14.00	7.85
Velvet Carpet, yard	4.50	2.50
Bed Blankets, pair	13.00 to 20.00	9.00 to 12.75
Men's Suits	60.00 to 115.00	35.00 to 70.00
Men's Silk Shirts	10.00	6.50

As the Toledo *Blade* sees the retailers' side of the question:

"The full benefit of the wholesalers' price cut can not be passed on to the consumer immediately without disaster to the retailer. The process of price reduction is a slow and more or less jerky one. It takes time and patience and entails sacrifice on the part of every one concerned, from original producers to ultimate consumer. The hardest hit interest in the process, as a general thing, has been the retailer. To a large extent he has been the shock-absorber during the down turn. He has had to take big losses over and over again and he is still taking them. And with them he has had to take, too, much unmerited abuse."

But the Federal Reserve Board still insists that "readjustment is being retarded by high retail prices," among other things, and that "the irregularity which has been noted in the retail situation for the past few months is still evident." In fact, thinks the Chicago *Evening Post*, retailers in general are "blind," and should be fitted with "far-seeing glasses." Continues this paper:

> "In an ideal postwar adjustment, wages and retail prices would go down together. But the history of the last six months has been a story of manufacturers hard hit by a great drop in orders, of workmen let out of factories or kept on only at lower wages, of unemployment and a consequent strategic position for all employers to reduce pay-roll totals, but of continuing high levels in retail prices. The retailers who are holding up prices are blocking that improvement, and by preferring high prices and small business are delaying the time when their customers will be able to buy of them in any large way."

GOVERNOR DORSEY STIRS UP GEORGIA

GOVERNOR DORSEY, OF GEORGIA, stirred up a hornet's nest when he published a booklet citing 135 cases where negroes have been mistreated by whites, and started his crusade against peonage, which was noticed in these pages on May 14. His successor in office, Governor-elect Hardwick, denies the charges of injustice published in the Dorsey booklet, and "brands as an infamous slander on the State these statements that have been sent broadcast over the country," while Judge Searcy, of the Superior Court of Georgia, appeals to Governor Dorsey to "undo the wrong you have done Georgia and her people." "Giving you credit for your worthy motives and a desire to serve, . . . you have done your State and her institutions and her people greater and more lasting harm than any plague or pestilence could have inflicted upon them," asserts Judge Searcy. The President of the State Senate also charges misrepresentation of the facts, and the Charlotte *Observer* is of the opinion that, while frequent instances of negro persecution can be established, "the public should be inclined to regard the wholesale charges made by the Governor with suspicion." So intense was the feeling against Governor Dorsey by the "Guardians of Liberty," of Georgia, that steps were taken to impeach him, but, as one paper puts it, "this was found to be too large a contract."

The chief fault which Georgian and other Southern papers find is that, in the words of the Savannah *News*, "there has been entirely too much publicity about Georgia's faults, and this publicity is such as to indicate that the State is a lot worse than it is." "That booklet published by the Governor will be used for half a century as an official indictment by the highest official of the State," complains the Macon *Telegraph*, which calls attention to the fact that "Governor Dorsey has never referred a single case to the United States District Attorney nor brought to his attention any of the evidence or suggestions cited in his pamphlet." Continues *The Telegraph*, which was among the first to back the Governor in his attempt to better conditions in Georgia:

> "Could not the Governor have taken up with the officials in each county enumerated in his pamphlet the cases coming to his knowledge and have kept behind these matters until they were thoroughly sifted and tried? Would it not have been a better plan to have included an indictment of the district attorney of the Federal court by citing instances where flagrant law violations had been brought to his attention in which there had been no investigation or prosecution? Would not that have served a better purpose than the course which was pursued?
>
> "Even if all of what the Governor's pamphlet contains were true, the severe condemnation not only by the Governor but by the best element and the press in Georgia has gone a long way in the eyes of the outside world toward atoning for the crimes alleged to have been committed."

President Olive, of the State Senate, next in rank to the Governor since Georgia has no Lieutenant-Governor, challenges the Governor to produce his evidence. In a statement published in the Atlanta *Journal* Senator Olive declares:

> "The Governor charges that the negro is held as a slave in some Georgia counties. The charge is untrue, and the Governor can not specify the instances, or prove them by credible testimony.
>
> "It seems that the Governor should have given the State the rights accorded the worst criminal within its borders. Unable to answer veiled charges, Georgia must answer wild conclusions. In any court in Christendom the Governor's indictment would be quashed for insufficiency, but before public opinion the Governor can not be made to conform to rules, and Georgia must take the Governor's arraignment as it is presented. If he has any credible evidence, he should furnish it to the United States District Attorney. Georgia has no jurisdiction over peonage.
>
> "I do not think he has any such evidence. Replying for Georgia, I distinctly deny that peonage exists to any extent, and demand the cases and proof.
>
> "The Governor broadly intimated that certain State courts had unjustly convicted and sentenced negroes. In that case he should have exercised his right and duty to pardon such negroes."

"But, instead of holding indignation meetings and threatening impeachment proceedings, the people of Georgia should fall in behind Governor Dorsey and assist him in ferreting out and punishing every guilty person in the State," thinks the Washington *Star*. "Better to let the light of publicity play over these cases than to damn Dorsey out of hand," agrees the Birmingham (Ala.) *News*. "The first step in a reform is recognition of existing conditions, and Governor Dorsey has made that necessary beginning," declares the Oakland *Tribune*.

The Governor, who says he withheld names and counties from his booklet in order not to bring embrarrasment upon any section of the State, asserts that there was not a case cited which was not supported by a signed letter or report. "He declares unequivocally that issuance of the booklet was wise, because outside papers are praising Georgia instead of criticizing," says an Atlanta dispatch to the New York *Times*. "Georgia is most fortunate in an executive who is not willing to wait for pressure from the outside," believes the New York *World*. "He presented these unpleasant facts regarding the status of the negro in Georgia, hoping to bring about reforms, but it will be impossible for him to succeed while responsible citizens obscure the issue with cheap phrases appealing to a cheaper State patriotism," adds *The World*. As its contemporary, *The Globe*, puts it:

> "There has rarely been an investigation of evil conditions in any city or State in America to which objection has not been made on the ground that it injured the community's reputation. Business men sometimes put the case more specifically. They say that exposures keep people away and so reduce or limit the value of real estate and the volume of profitable trading. This is not a race question, for the boodlers of San Francisco and Denver have found shelter under the same commercial egis.
>
> "But suppression never really pays. Georgia will suffer more in the long run from refusing to give publicity to the evils of peonage and other mistreatment of the negro than by publicly setting matters right."

"The whole moral sentiment of the United States is behind Governor Dorsey," thinks the Brooklyn *Eagle*, for, notes the Pittsburgh *Gazette-Times*, "he recognizes that Georgia has a problem to solve and that the world is waiting for the right solution." "No matter what a few hot-headed Georgians may think about him, Governor Dorsey," avers the Birmingham *Age-Herald*, "has won the respect of the nation for his fearlessness in demanding the fullest investigation of conditions which are a reflection on the best people of Georgia and the South." As the Washington *Star* remarks:

> "Georgia is one of the original States, and ranks high among her sister commonwealths, old and new. She has contributed to the national life some of the ablest of the men who have conducted national affairs. Her population, in very large measure, is American-born and reared. She is rich and enterprising and has much in the way of reputation to protect."

TOPICS IN BRIEF

THE times may be hard, but the drinks are soft.—*Brooklyn Eagle.*

THE real railroad problem is more freight.—*Greenville* (*S. C.*) *Piedmont.*

BUSINESS is looking up—to see if taxes are coming down.—*Brooklyn Eagle.*

GREAT things are being done in England, by George!—*Nashville Tennessean.*

THE Jingoes are finding it hard to talk louder than taxation.—*Greenville* (*S. C.*) *Piedmont.*

ITALY'S trouble now is less with the black hand than it is with the idle hand.—*Columbia Record.*

IF Lenine has "gone crazy," the mystery is how they found it out.—*Greenville* (*S. C.*) *Piedmont.*

APPARENTLY there is no hope that Haywood's followers will follow him. —*Harrisburg Patriot News.*

THE dove of peace still finds the world covered with the waters of hate and jealousy.—*Asheville Times.*

IT is a 3 per cent. immigration law, but it ought to admit only 100 per cent. Americans.—*New York World.*

MRS. BERGDOLL says Grover is worth half a million dollars. She means he has that much.—*Arkansas Gazette.*

IF we get any rights on Yap, let it be understood that there is to be no $25,000,000 come-back.—*Toledo News-Bee.*

IT will take more than argument to convince the railroads that less fare would be more fair.—*Norfolk Virginian-Pilot.*

LLOYD GEORGE says that international politics is a game of checkers. Also of exchequers.—*Norfolk Virginian-Pilot.*

WHEN we look at some baseball games we wonder why it is necessary to send to Africa for ivory.—*New York Evening Mail.*

SOMEHOW or other, we couldn't get very enthusiastic about a battle-cry of "Don't give up the Yap."—*Youngstown Vindicator.*

"IS there anything wrong with the girl of to-day?" asks THE LITERARY DIGEST. Not with the one we have in mind.—*Charleston Gazette.*

CARPENTIER should wear a German helmet while fighting Dempsey. It might frighten Jack into an unconscious state.—*Detroit Journal.*

NOTWITHSTANDING they were comrades during the late war, Mr. Retail Price doesn't want to recognize Mr. Wholesale Price now.—*Toledo Blade.*

TWICE the world has been free of racial hatred: when Adam was a young fellow, and when Noah came out of the Ark.—*Washington Herald.*

ON the stage a super is one who says little and attracts no attention. This explains why men call it the "super" government of Geneva.—*Lincoln* (*Neb.*) *Star.*

EXPERIENCE so far with the list of slackers leads to the suspicion that if we had had enough of them the war would have been won at Château-Thierry.—*Chicago Tribune.*

THERE is music in the patter of the gently dropping rain; but the gently dropping prices don't alleviate our pain.—*Richmond News-Leader.*

EVENTS in Upper Silesia teach us that Nature probably knew what she was doing when she flattened the poles.—*Wichita Falls Record-News.*

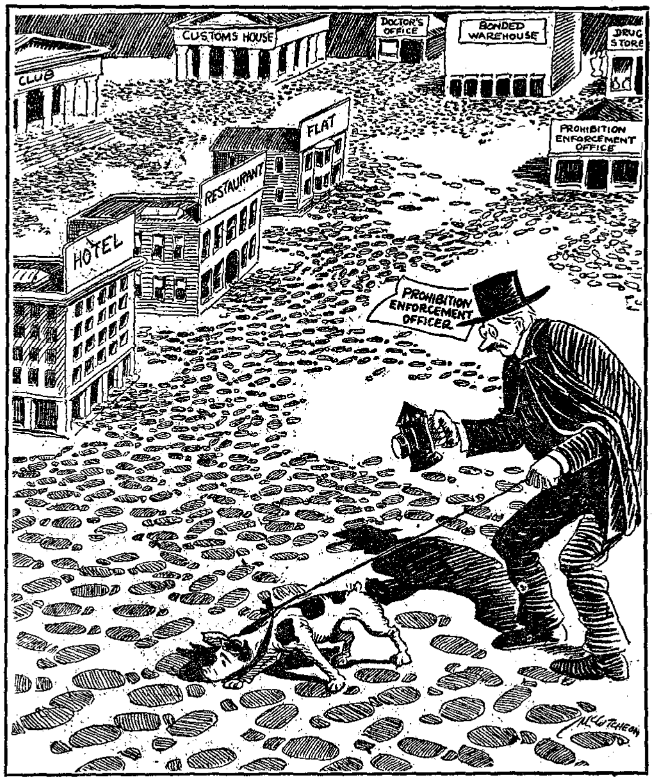
WE often think what a finished bandit Jesse James would have been if he had had the advantage of a movie education in his youth.—*Columbia* (*S. C.*) *Record.*

GEORGE BERNARD SHAW says that Shakespeare would have liked Charlie Chaplin. Probably more than he would have liked George Bernard.—*Norfolk Virginian-Pilot.*

"EVERY normal boy of the 80's wished to be a pirate," says a writer. The record of war-profiteering indicates that many of them achieved the ambition.—*Lincoln* (*Neb.*) *Star.*

IF the late Prince Otto Bismarck is conscious of the affairs of this old world of ours, it must strike him that the Allies aren't any great shakes as indemnity collectors.—*Marion Star.*

THE LITERARY DIGEST has a symposium: "Is the Younger Generation in Peril?" Answering offhand, we should say they are, if they are pedestrians.—*The Kingston* (*Canada*) *Standard.*



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ON THE TRAIL OF THE VIOLATORS.

—McCutcheon in the Chicago *Tribune.*

DOES West Virginia imagine she is Upper Silesia?—*Toledo Blade.*

PROFIT-AIRING might stop profiteering.—*Greenville* (*S. C.*) *Piedmont.*

To Germany the guilt; to the Allies the gold.—*Norfolk Virginian-Pilot.*

GERMANY failed at both invasion and evasion.—*Greenville* (*S. C.*) *Piedmont.*

THE music for the concert of nations is written in promissory notes.—*Washington Post.*

GERMANY promised to pay because it paid to promise.—*Greenville* (*S. C.*) *Piedmont.*

RADICAL views will get a following, but they will seldom get a job.—*Akron Beacon Journal.*

THE *Gazette* would respectfully refer Mr. Edison to its Information Bureau.—*Arkansas Gazette.*

WEST VIRGINIA'S mountains may not be volcanic, but her mountaineers are.—*Norfolk Virginian-Pilot.*

THOMAS A. EDISON has been in bed with a cold. No. 78: "What's good for a cold?"—*Detroit News.*

THE great need of the country just at present is something to make hoes as attractive as hose.—*Marion Star.*

IF we don't stop that insurgency in West Virginia Mexico may withhold recognition from us.—*Dallas News.*

ABOUT all Thomas A. Edison's questions prove is that it is quite impossible to know everything.—*Detroit News.*

ON second thought, Berlin concluded that possibly she was in error in assuming that she won the war.—*Marion Star.*

MR. EDISON can ask questions that college men can't answer. So, for that matter, can little Willie.—*Providence Journal.*

UNDER the beneficent rule of self-determination, a small nation can do anything a large nation wants it to do.—*Cleveland News.*

YOU can say one thing for this season of depression. It isn't so difficult to find the reading-matter in the magazines.—*Canton Repository.*

CHIEF WARREN STONE says that organized labor "is now facing a crisis." It is, indeed; it must go to work.—*Columbia* (*S. C.*) *Record.*

PROFESSOR EINSTEIN says everybody is free in America but husbands, thus establishing the relativity of household relations.—*New York World.*

IT won't be long before the Colombian gentlemen who got that $25,000,000 indemnity will be coming up to New York to spend it.—*New York World.*

"EGYPT had home-brew four thousand years ago," observes a contemporary. No wonder they knew how to pickle their mummies so well. —*Columbia* (*S. C.*) *Record.*

THEY are going to investigate the railroads to see why there is a "greatly reduced movement of freight to markets." One reason is that there is a great reduction in markets to move it to.—*Dallas News.*

IT begins to appear that America's refusal to have anything to do with mandates wasn't a permanent waive. —*Greenville* (*S. C.*) *News.*

A HEAD-LINE reads: "Dempsey Did Not Forget His Mother." Maybe not. But it was a sin the way he treated his Uncle Sam.—*Marion Star.*

IF you put safety first you have second place for something else, but if you put speed first, there won't be any second place.—*Dallas News.*

THERE are a little over 13,000,000 alien-born residents in America, and they use seventy-six languages and dialects to cuss American institutions.—*Dayton News.*

BUY now, say the anthracite and bituminous dealers, and avoid a coal famine. But if we buy at present prices we'll have a cash famine. And there you are.—*Brooklyn Eagle.*

FOR all we take we must pay, according to Kipling. And Montana goes a step forward with her new tax and makes bachelors pay for what they don't take.—*Nashville Tennessean.*

CONGRESS seems to think our present marketing system is all right except in a few spots. Similarly a punctured tire is generally perfectly round except at the bottom.—*Minneapolis Non-Partizan Leader.*

FOREIGN - COMMENT

LENINE'S "STRATEGIC RETREAT"

ANXIETY TO SEE BOLSHEVISM BLOW UP has more than once inspired premature prophecies to this effect, say those who are wary of accepting the impression that recent events in Russia imply a change of heart in Lenine, or a fundamental modification in his theory. As a matter of fact, we are assured by a special correspondent of the Manchester *Guardian* at Reval, Lenine has not in the slightest degree changed his views of Communism, tho he has modified his "view of the moment" in Russia, which is "recalcitrant" while the revolution is "dilatory." The distinction is vital, we are told, because the new change in internal policy would most certainly have knocked the bottom out of the revolution if Lenine were the weathercock he is supposed to be "by many of the same people who for three years have been describing him as a purblind, uncontrollable fanatic." He is neither the fanatic nor the weathercock, tho of the two the fanatic estimate is "a little nearer to the truth," and both estimates are said to be "due to the ineradicable tendency of the human mind to make a myth instead of analyzing." It is much easier to "see a dramatic picture of Lenine recanting than to face the complex pattern of cross currents that affect the policy of government in Russia as elsewhere," and it is much easier to imagine a violent change in one man than to realize that the change has been going on all the time, hampered by external events. The change of policy openly exprest by Lenine is merely a registration of many changes of which most people have been vaguely aware before, and as to what the change actually amounts to, this *Guardian* correspondent explains:

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MORE FOX THAN FANATIC.

Lenine "will retreat as far as necessary and will be in his new positions before his enemies realize what is happening" in Russia.

"In this year, instead of 423,000,000, 250,000,000 poods of corn are to be requisitioned from the agricultural population; 423,000,000 was the nominal estimate for last year. If the whole 250,000,000 are actually collected it will still be doubtful whether the actual amount taken under the new system will be less or more than under the old. The real change consists in two things: (1) the requisition is to be made by means of a percentage tax, and (2) once that tax has been paid the peasant will be free to trade with whatever amount he may have left over. This on the one hand recognizes private proprietorship and on the other puts an end to internal smuggling by the simple process of making legal transactions which were formerly carried out in spite of a whole army of preventive officers.

"The paragraph of the new decree (already law) which will be read with the greatest joy by those in the villages who can spell through a newspaper is that which announces the withdrawal of the detachments, which in their own way were the equivalent of our own excisemen and coast-guards in the bad old days when we spent large sums in order to prevent ourselves from buying things cheaply."

A government in a state of war can do almost anything, this informant goes on to say, but in a state of peace it must pay lively attention to affairs at home. The changes noted are said to mean no more than the recognition by Lenine and the bulk of the Communist party that in Russia Communism "for the moment has gone as far as it can go and a little further," and—

"In other countries statesmen would change their course silently without admitting that they had sailed too far on a wrong tack. In Russia, where the degree of efficiency in governing depends on the complete comprehension of what is happening by a very large body of men, silent change, of course, is impossible. Also, the Soviet Government is much in the position of the pianist in the Wild West ('Don't shoot at the man at the piano. He is doing his best'). There is nothing at hand to replace it, and it can afford, and as a proof of good faith is almost anxious, to admit that it has struck a false note now and again.

"And so, at the chosen moment, Lenine plumps out with a round statement that 'in a country of small *bourgeoisie*'—that is to say, in Russia—the Communists have gone further in limiting free local trade than was necessary. He says, 'We were mistaken and must withdraw.' The withdrawal is already taking place. But it would be a grave mistake to take this withdrawal as an admission by Lenine that the Communist aims were wrong. It is merely an admission that under present conditions it is impossible to realize those aims. It is a strategic retreat. It is a sort of peace of Brest-Litovsk on the internal front."

This retreat will be difficult for reasons other than political, we are further informed, such as the danger that last year's drought, together with this relaxation of control, may bring about a shortage of seed corn. But retreat is necessary, for peace "freed the discontents at home," and this correspondent adds:

"Agreement with England, trade with the capitalists of almost every European country, is in its way, for Lenine, a similar retreat. We all know that he would prefer to deal with nobody but Soviet republics. I think it may be said with accuracy that even the limited contact with foreign countries that has hitherto been allowed has destroyed the illusions of imminent revolution everywhere that were easily fostered during the blockade. A short time ago, at a meeting in Moscow, somebody criticized the Soviet Government for its 'isolation from the capitalist world.' Lenine replied, 'When a wolf is trying to capture and kill a sheep and the sheep is trying to save itself, only a fool would criticize it for such isolation from the wolf as it is able to secure.'

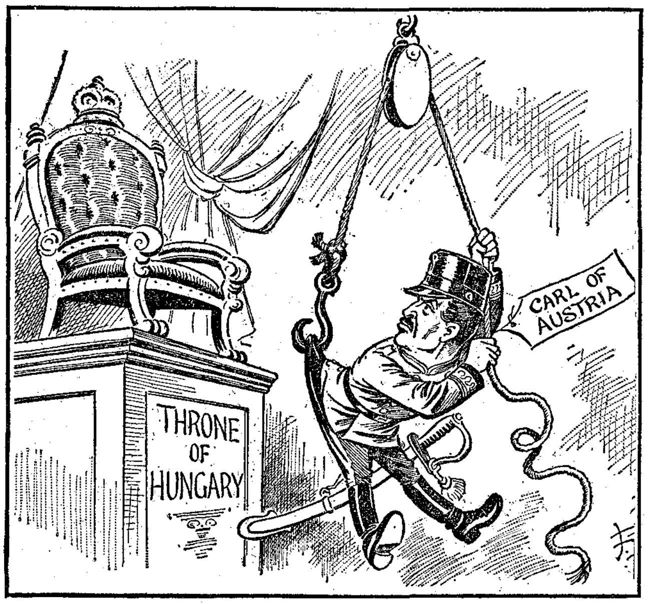
"The moment the armed struggle ceased he was ready to put an end to that isolation at once, not because he had changed his mind about capitalist countries, but because the needs of Russia, the needs of that enormous peasant population, the saved-up needs of seven years of war, were too great to allow of anything else.

"In precisely the same way, with peace comes recognition of the millions of small home-grown capitalists who make up the bulk of the Russian agricultural population. It has long been obvious that something of the sort must happen. . . . . . .

"That is the quality that makes Lenine as much a statesman as 'a leader of revolt.' . . . In reality not Lloyd George himself is a greater opportunist, nor is Sir Edward Carson more dourly concentrated on his aim. Lenine will retreat as far as necessary and will be in his new positions before his enemies realize what is happening in Russia."

THE GERMAN MASONIC "GRASP"

GERMAN FREEMASONRY is ready to shake hands with the Masonic bodies of other nations, but only on its own terms, we learn from a German manifesto cited by a correspondent of the London *Times*, who points out that the grip was broken in the first instance by the Germans themselves, who now show an inclination to "grasp." There is not much grace in the act apparent to British Masons, who remember that in the early months of the war the various German lodges, which are directed in matters of policy by a central *bund*, decided to hold no intercourse with "Allied Freemasons." The Grand Orients of France and Belgium, we are told, promptly took up the challenge, while the United Grand Lodge of England resolved "that, in order to prevent the peace and harmony of the craft being disturbed, it is necessary that all brethren of German, Austrian, Hungarian, or Turkish birth, should not, during the continuance of the war, and until Grand Lodge, after the treaty of peace had been signed, should otherwise determine, attend any meeting of the Grand Lodge or of a private lodge or any other Masonic meeting, and that such brethren be, and they are hereby, required by Grand Lodge to abstain from such attendance." This regulation remains in force, says the *Times* correspondent, who calls attention to the document setting forth German terms of reconciliation in which the following paragraph occurs:



A HOPELESS TASK.

—*Reynolds's Newspaper* (London).

"We, German Masons, are equally in favor of reunion. But we do not want to be excluded from universal Masonry. Let no one presume to set us upon the penitents' stool and make us depend on other peoples' favor either from the Masonic point of view or any other. We have our German dignity and we do not puff ourselves up. But we must have equality and tolerance, and we insist upon being recognized. True tolerance includes esteem."

Having thus made "tolerance" a synonym for "esteem," this German manifesto concludes with the following lines:

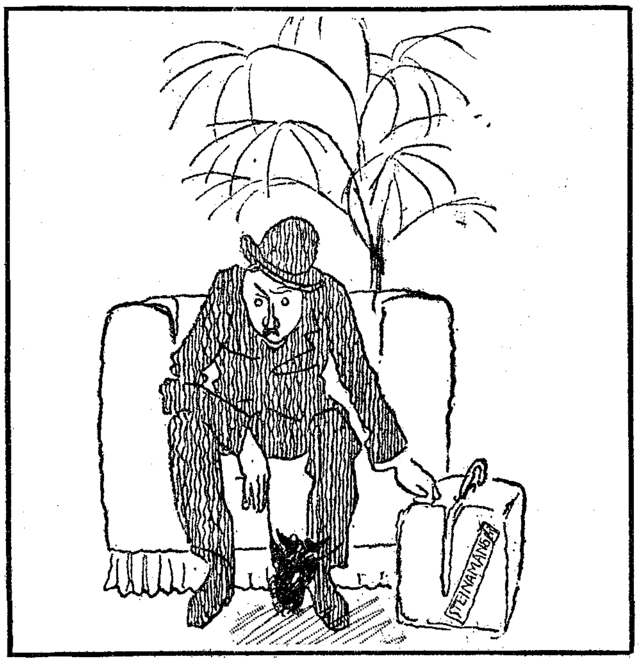
"Freemasonry must not be infested with politics. We, German Freemasons, also discuss in our lodges questions of present-day politics—did we not we should impoverish ourselves intellectually—but we consider these problems only from the Masonic point of view, our aim is always the moral solution. It is thus that we teach social ethics and social pedagogy. We wish to undertake the Masonic education of the Germans, as Lessing had exhorted us to do. And I believe that after this war we shall at last reach a true Masonic entente."

DEBUT OF THE "LITTLE ENTENTE"

A DÉBUTANTE among the older and larger groups of nations, the "Little Entente" made her first appearance in European society, it is noted, in the "diverting series of entertainments" provided by Charles IV. in his attempt to resume sovereignty in Hungary, and the press of the "Little Entente" countries is gratified and more confident than before because of her "great success." As the Bucharest *Rumanie* points out with pride, both French and English newspapers took note of the dexterity and decision with which the "Little Entente" conducted itself in the miserable enterprise of the ex-King and his Magyar satellites "who are too far sunk not to be willing to risk everything for everything." Yet the final exit of the ex-Emperor is welcomed with a sigh of relief because the game of Charles the Hapsburg and his partizans was "full of peril," and *La Rumanie* informs us that—

"The 'Little Entente' was driven to action by the facts and the conditions, and Europe and the world looked toward it just as much as toward our great Allies of the west in order that the new Hungarian problem might be solved. . . . Appreciation is due the 'Little Entente' also because its action was manifestly spontaneous; this spontaneity is one of the strong elements of the 'Little Entente,' and this trial has shown us that it may be developed in the future in the north as well as it has revealed itself in the south. The fact is that the problem which was brought up in light fashion by the ex-Emperor Charles may come up again, if not in Hungary, then somewhere else in Central Europe, and in much graver guise. However improbable the supposition may be, we believe that it must be kept in view, because under cover of Bolshevism or revolutionary outbreaks, a lively old imperialism lurks in many quarters. For this reason the republics to the north, and the democratic monarchies which lie to the south of new countries or countries enlarged by the common victory, form a natural *bloc* of orderly and wisely liberal ideas which will safeguard Europe as well against eastern anarchy as against the ever-breathing imperialism in the central section.

"Having shown their teamwork in foreign affairs, the peoples of the 'Little Entente' should now tighten up the economic and social bonds that must draw them closer and closer together. For it were vain that they should be capable of efficient action in foreign matters and fail to produce in their domestic concerns a closer and closer community of interest in thought and affairs."



THE WORST IS YET TO COME.

CHARLES—"How am I ever to tell Zita?"—*Die Muskete* (Vienna).

Another Bucharest newspaper, *L'Indépendance Roumanie*, calls attention to the fact that the setback suffered by Charles IV. has only stimulated his adherents to greater propagandist effort in foreign countries, and it mentions with distaste the fact that some sections of the French press have readily received and published interviews with the "King of Hungary." But this Bucharest daily professes confidence in the good sense of French public opinion to act as a counter-irritant to such publicity. What is more, not all the French press are so easily "persuaded," we are told, for the Paris *Temps* points out that "France can not safeguard the interests of Europe by associating itself with fallen dynasties and dilapidated privileged castes." This semiofficial organ, the Bucharest journal notes with satisfaction, says that Hungary must be disarmed, that the question of its western boundary must be settled, and commends the régime now at Budapest, which is "opposed to restoration of the Hapsburgs, and to any dictatorship, and which gives neighboring nations all the guaranties of peace they need."

GENERAL WOOD'S PHILIPPINE MISSION

FILIPINO POLITICAL CIRCLES are described as buzzing with discussion about the visit of Gen. Leonard Wood, who is sent to the islands as "personal representative of President Harding to investigate the status of the Philippines in view of Filipino aspirations for independence." The fact that former Governor-General Forbes is a member of the Wood mission, and is "seriously spoken of as the next Governor-General," remarks the Manila *Spotlight*, gives added zest to talk and rumor about the future. According to this weekly, the Filipino press is greatly worked up over the General's coming, though there is "an outward show of serenity and confidence" in the result of the Wood investigation. The leading Filipino morning daily, *El Debate*, quotes the Resident Commissioner Veyra as saying that the Filipino people "do not fear" investigation nor "flee from it." He wonders what the intentions may be "of certain malevolent souls" who "allege bad administration, negligence in the service, even inefficiency in some bureaus, not to say absolute demoralization of the service." (An American press correspondent's impressions of conditions in the Philippines will be found on page 40 of this issue of THE LITERARY DIGEST.)

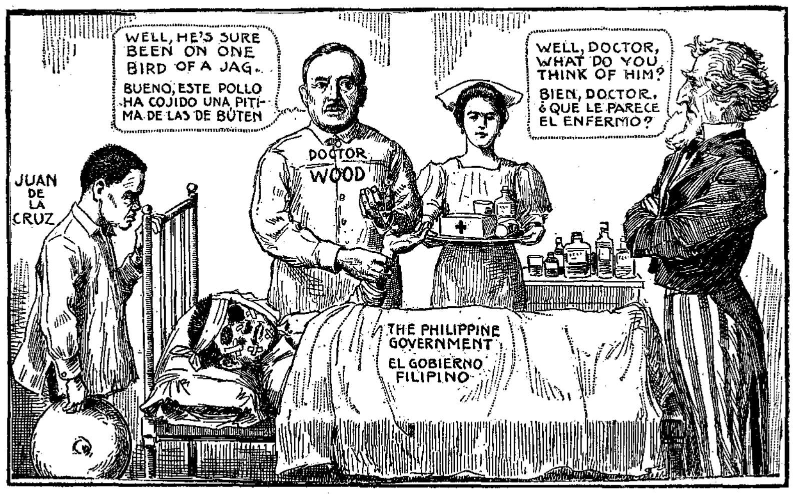
Editorially, while *El Debate* regrets that the investigation commission is not made up of the Committees on Insular Affairs of both Houses, because Congress is the high tribunal to judge the Philippine question, and it would be more expeditious to have the matter entirely in their hands, yet this daily admits that General Wood is an "admirable choice," and it desires that "from now on we get ready to assist him with all sincerity in his investigation, to the end that he obtain the most exact reports and know the Philippine situation as it really is." *La Defensa* also urges that there be a concerted movement to make General Wood's task easier, and suggests that all high officials of the Government "should remain at their post, call off projected trips abroad, and be prepared to submit whatever reports may be required, to testify intelligently if called upon, and to show that they know their respective departments to the minutest detail."

The assignment of General Wood is a foreshadowing of independence, in the view of the Manila *Citizen*, which calls it the "first Republican step to bring independence about," and adds that General Wood, "the liberator of Cuba, may yet be the emancipator of the Philippines." The Manila *Daily Bulletin* contrasts the coming of former Governor-General Harrison unfavorably with the method of the Republican administration, which is "carefully laying the foundation of a wide and well-considered policy," and it explains:

"The information given to the press by Secretary of War Weeks, to the effect that no new governor-general will be appointed for the Philippines until such time as General Wood, who comes to the islands as official investigator for the Administration, has delivered his report to the President, should set at rest any uneasiness that may have existed owing to the possibility of committing a new man in a situation that is not properly known in the United States.

"When Governor-General Harrison came to these islands in 1913, he was empowered to put into effect a policy for which he was, personally, in no sense responsible, for the simple reason that he knew nothing regarding conditions here. . . . . .

"The future must be settled, and it must be determined at Washington, tho, of course, only after affording an opportunity for all elements here to present their case. The next governor-general will be the agent of the American Executive and Congress, and in our belief, regardless of what the decision may be, that is as it should be."


WELL, HE'S SURE BEEN ON ONE BIRD OF A JAG..
BUENO, ESTE POLLO HA COJIDO UNA PITIMA DE LAS DE BÚTEN
WELL, DOCTOR, WHAT DO YOU THINK OF HIM?
BIEN, DOCTOR, ¿QUE LE PARECE EL ENFERMO?
JUAN DE LA CRUZ
DOCTOR WOOD
THE PHILIPPINE GOVERNMENT
EL GOBIERNO FILIPINO

THE MORNING AFTER.

—The Philippines *Free Press* (Manila).

The Philippines *Free Press* is a merciless critic of the Harrison régime, and predicts that General Wood is going to find the machinery of the government, which Governor-General Forbes "left in such fine running order, pretty well gummed up here and there, and needing extensive overhauling," and it proceeds:

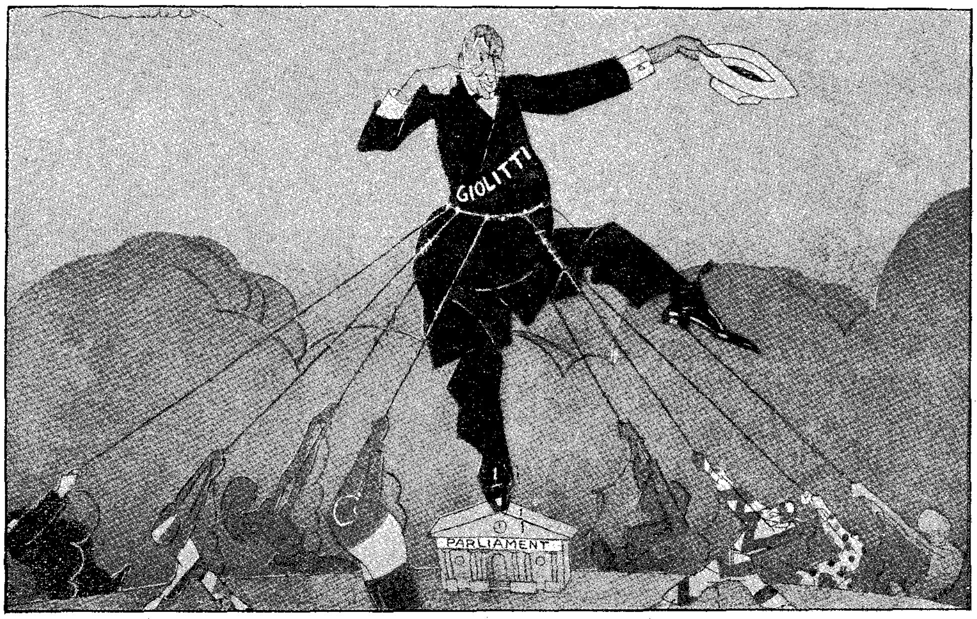
"He is going to find bureaus of the Government waterlogged with idle incompetents, put on the pay-roll through political pull. He is going to find the Manila Railroad, which lost 700,000 pesos last year, standing to lose a good deal more this year. He is going to find that the Philippine National Bank—well, everybody knows the condition of the bank. He is going to find the gold currency reserve funds depleted and virtually non-existent, with no present hope of replacing them. With that, and largely as a result of that, there is the horrible exchange situation, costing the people of these islands, if they only knew it, millions of pesos. In addition, there is the National Coal Company and a probable loss of two or three million pesos there. And, with all that—if the lid is lifted—graft, scandal, and corruption.

"Fortunately for the good name of the Filipino people and also for their aspirations, there are officials who have proved themselves worthy of their trust, honest and capable. Possibly they are in the great majority. But it is human nature to see chiefly the black spots, and of them there are more than enough."

But not all the notices given to former Governor-General Harrison's retirement are so full of blame. In fact, many Filipino newspapers speak of him in high-keyed eulogy, and, as a general observer, the Manila *Spotlight* points out that public opinion seems to be divided, for, while the Filipino newspapers consider the Harrison régime to have been "fruitful of liberal political concessions largely due to the efforts of Mr. Harrison, for which reason he is held in high esteem by the native editors," Americans and foreigners are of "a quite different opinion." In *The Spotlight's* view, whether the seven and a half eventful years in the history of Philippine politics that have just closed will prove to have been of benefit or not to the Filipinos "only history will be able to determine accurately."

MENACE OF ITALIAN REVOLUTION

REVOLUTION WILL OVERWHELM ITALY within a year unless the new Parliament rescues the country from its perilous state, is the positive prediction of the famous Italian historian Guglielmo Ferrero. The reign of law must be reestablished throughout the land, he writes in the Rome *Secolo,* and the state must be rescued from bankruptcy, both "manifest and disguised." If the new Parliament is not capable of setting up a government that can accomplish this miracle of reconstruction, he avers, Italy faces a political crisis of darker omen than any she has ever known. The gloomy forecast of the historian makes depressing reading to some who compare it with the results of the May elections, when the National Coalitionists, supporters of Premier Giolitti, gained a seeming victory by electing 266 members to the new Parliament. The dubious nature of the victory, we are told, is due to the fact that the government gains are offset by the strength and variety of antagonistic parties, and also to the uncertainty as to how long the groups and parties forming the national coalition will hang together. Some prophets say positively that the elections portend a short, troubled life for the present Government unless the cooperation of the Catholic or Popular party, or of the Socialists, can be obtained. Meanwhile the Communist party entered the election as a new factor, of outspoken revolutionary aims, as may be gathered from the election manifesto of its organ, the Turin *Ordine Nuovo,* in which we read:



WHAT KEEPS HIM UP.

GIOLITTI—"They don't see that the harder they all pull, the firmer I stand."—*Pasquino* (Turin).

"By forming the Communist party the working class breaks all traditions of accord with the Extreme Bougeois Left and affirms its political majority. The working class no longer wishes to collaborate with other classes to develop or transform the bureaucratic parliamentary state. The working class wishes to work positively toward the goal of self-development as a class. It offers its candidates as a governing class, and asserts that it can not exercise this historic function except under a constitutional order different from that which now exists, and under a new system of state which is not found in the framework of the bureaucratic parliamentary state."

Italy's critical financial and social problem is well outlined in a statement of Premier Giolitti issued to the Associated Press correspondent at Rome for the benefit of American readers. He assures us that in the financial recuperation exacted of all the nations sharing in the world-war, "Italy has given substantial proof of her ability to restore herself from the almost hopeless chaos into which she was plunged." By sheer plodding she has "reached a point where she can lift her head and look into the future with a sterner faith in her latent resourcefulness," and he continues:

"Italy has endured burdens and has sustained toil. She is carrying a load of taxes, but these are being borne without a moan or murmur. Italy is recovering from the war and is on her feet. The path she has traveled to gain this safe position has been by no means an easy one. Italy has been taxed almost to the breaking-point in order that she might resume her position of financial stability. Practically every conceivable kind of tax has been imposed upon the people. These have been levied so as to bring resources and a more tangible security to the state, while at the same time care has been taken not to interfere with the functioning of trade and commerce.

"Proof of Italy's stern resolve may be found in cold facts. Before the war her national income amounted to the equivalent of $4,000,000,000, from which the Government received in taxes $500,000,000. Owing to her decreased producing power, which is due to the war, Italy's present national income is calculated at $3,000,000,000. Out of this sum the Government exacts taxes totaling $1,200,000,000—$700,000,000 more than before the war. Before the war but 12½ per cent. of the national income was paid in taxes, while at present the Government demands 40 per cent. That means that out of Italy's population of 40,000,000, every man, woman, and child would pay $30 per year if the tax were on a per-capita basis. As far as I am able to ascertain, this is the highest per-capita figure in the world, and Italy is the most taxed nation on the globe.

"We have taxed trolley-car fares, railroad fares, tickets to moving-picture theatres, and all kinds of amusements. The Government collects a tax for virtually every transaction in business. It collects a tax for the right to do business, and professional men, including newspaper men and writers, are liable to this tax. Then there are taxes on wine, medicines, perfumes, and sugar, besides the large income obtained from the monopolies in tobacco and salt. The Government has searched diligently for places where other taxes could be levied, but has found no possible place."

Premier Giolitti is quoted further as saying that Italy is greatly "overpopulated," having almost 400 inhabitants to the square mile, which is "twice as many as your most populous and richest State, New York," and he points out that—

"There are not sufficient resources in the country to sustain such a virile population as ours, which shows a healthy increase every decade. Out of our almost 100,000 square miles of territory, but one-fifth may be cultivated; two-fifths of the territory lies on the hillsides, which can be only partially tilled, while the remaining two-fifths is absolutely barren mountain and rock. Given this situation, it is imperative that we find an outlet for our constantly increasing population.

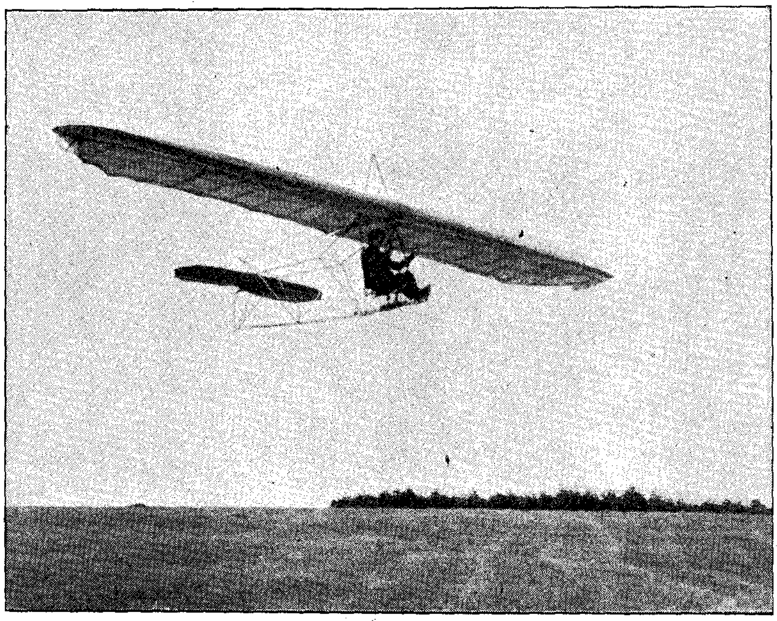
"New American restrictions on immigration have dealt us a severe blow, but we must find other quarters to which we can send our emigrants. Before the war the people leaving Italy for other countries numbered 600,000 each year, of whom 500,000 returned home annually. We plan that in future we will send abroad 600,000 yearly, provided we can find a field for them. Last year but 200,000 emigrated, largely due to the lack of ocean transportation.

"In the prewar days Italy had a trade balance against her of a little more than $200,000,000, but this was more than overcome by the wealth brought back into the country by our emigrants, which amounted to $200,000,000, and the money brought into the country by foreigners touring Italy, who spent $120,000,000. Thus there was a material increase in the national wealth. These forces are resuming their prewar rate and will aid the country in the complete rehabilitation of her finance."

SCIENCE - AND - INVENTION

THE MOTORLESS FLIER

THE FIRST SUCCESSFUL EXPERIMENTERS with what has developed into the modern airplane did not use motors. Oddly enough, some of the latest experiments in aviation have returned to the primitive gliding-flight. Some workers have extended this to "sailing-flight," in which the force of the wind is used for propulsion as in a sailboat. Others would add a small motor, like the auxiliary motors used on such boats. These researches seem to have taken place largely in Germany, where a society has been formed to further them and to hold meets at which gliding-flights and sailing-flights are to be a feature. It would seem that aviation, considered not as a military engine or from a commercial standpoint, but rather as a sport like skating or ski-running, might in future be directed along this new-old line. In an article entitled "Can We Fly Without Engines?" contributed to *The Popular Science Monthly* (New York), C. A. Oldroyd says:



SAILING THROUGH THE AIR WITHOUT A MOTOR.

Long-distance sky-sailing is predicted as a future sport.

"Shall we ever be able to sail through the air like the birds, sustaining ourselves by the power of our hands and feet? Not unless we can produce a wing equal or even superior to the wonderfully designed wing that nature gave to the birds, which is far more efficient than the stiff, rigid surfaces of our airplanes.

"To alter the tilt, or the 'angle of inclination,' as the aeronautical engineer says, of an airplane wing, the pilot has to incline the whole machine. The bird alters only the tension in a few muscles, the position of a few bones, and gently the whole of the wonderfully flexible wing warps accordingly, increasing or decreasing the angle of inclination.

"If less span is required, the wing muscles are tensed, the span decreased, a sudden gust can not harm the bird's wing; it can, at the most, change the inclination a little. As soon as the pressure becomes too great, the wing flexes and lets the wind pass harmlessly.

"But if we can not fly like the birds, we can at least glide just as they do, if only for short distances. In this we are greatly helped by the disturbances in the air. These are always present, even if our senses are not fine enough to detect them.

"You will have observed gulls soaring, for instance, preferably near a sea-wall or near any obstruction that might deflect the air current. The wind rushes over the surface of the sea and suddenly hits the sea-wall. The direction is immediately changed, and at this point the wind blows upward. The gulls have found that out long ago, long before the scientists wrote lengthy volumes on 'natural flight'; and they soar upon this vertical current, enjoying themselves hugely, diving down to the surface of the sea when a particularly tempting fish becomes visible.

"How can we do likewise? We watch an albatross following a ship for hours and for days, seemingly without exertion, only flapping its wings occasionally.

"By building a very light, airplanelike wing system, we can cover very respectable distances by gliding from an elevated point—the top of a hill, for instance; but we can not yet sail, like the albatross, for hours on end.

"The inventors of the airplane, the brothers Wright, were expert gliders before they installed an engine in their biplane-glider, and they carried out hundreds of glides. As soon as the airplane developed, more speed was demanded, and yet more speed. Heavier wings and sturdier fuselages were required to lift and support the more powerful engines; more fuel had to be carried, until, at the end of the war, we had the most uneconomical type of airplane, equipped with a 300-horse-power engine and lifting just one pilot.

"This was the fighting plane, which loops and stunts, spitting machine-gun fire from the air. Its safety lay in its speed. It was equally difficult to hit from the ground and from another swiftly moving airplane.

"Peace-time demands a different machine, an airplane that will carry a great weight with great safety at a moderate speed. Some aeronautical engineers have gone back to the glider to study gliding first and low-power flight afterward. Great efforts are being made in Germany to bring out an efficient glider and later a low-power airplane, as gasoline is very dear and the supply uncertain."

Gliding-machines, according to *Luftfahrt*, a German aeronautical journal, have been used for several years, but their value has just lately become of greater importance in connection with the question of motorless flying by utilizing wind-energy.

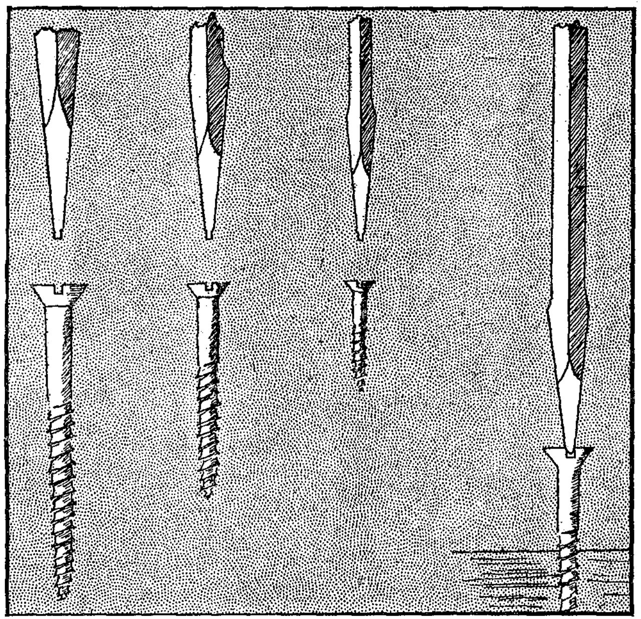
Klemperer, a German engineer, in a lecture before the *Wissentschaftlichen Gesellschaft für Luftfahrt* stated that the 1920 trial flights in the northern part of Bavaria were, with one exception, gliding-flights and not sailing-flights; but from experiences gained during this first meet it may be expected that the sailing-flight, using the force of the wind, will play an important part in 1921.

Luftfahrt also mentions several societies which have taken up sail-flight, among them the *Verband Deutscher Modell und Gleitflugvereine*, under whose supervision a competitive flying meet will be held this year. The purpose of this association is the "development of a typical small flying-machine, and of the motorless sailplane, bringing into close contact, for concerted efforts, active workers in the flying-field and to bring together new enthusiasts." While before the war Harth and Messerschmitt were working without competition, a great number of competitors have for the last year or two taken up the problem. The machine shown in the accompanying view has long passed the stage of a gliding-machine, and, according to the inventor, long-distance sail-flight will be a new sport in the near future. Small, motor-driven flying-machines of a few horse-power will be the next step, according to Louis Harth, of Chicago, to whom we are indebted for much of this information.

SAFETY WITH SCREW-DRIVERS

A SAFETY BULLETIN on "Screws and Screw-drivers" has been issued by Harry D. Livers, plant superintendent of the Southwestern Bell Telephone Company for the State of Kansas. Probably the screw-driver is the tool that is used by the largest number of amateurs. Every user thinks he knows all about it, but Mr. Livers's queries may nevertheless be suggestive. He asks in his bulletin, as quoted in *The Southwestern Telephone News* (St. Louis):

"Do you know that the screws, from the smallest to the largest sizes, most commonly used in our work have only three sizes of slots?



RIGHT AND WRONG SCREW-DRIVING.

At the left are three sizes of screws with the three drivers that should be used with them. At the right is an improper shape of driver.

"Do you know that these screws require three different sizes of screw-drivers?

"Do you know that slots in screws are rectangular in shape? Do you know that screw-drivers should be filed to fit the screw slots?

"Do you know that if the driver fits the slot there is no pressure required to drive the screw? Simply turn the driver.

"Do you know that if driver fits the screw slots you will not break screw-heads off? This prevents waste.

"Do you know that if driver fits screw-slot the danger of driver slipping is reduced to a minimum, preventing accident?

"Do you know that if driver fits screw slots and you simply turn the driver and no end pressure is necessary, you will not upset your ladder? This is Safety First.

"Have you the proper number of drivers in your tool-kit? Are the drivers properly shaped?"

MEDICAL USES OF RADIUM—The popular supposition that most of the radium now produced is being used for luminous watch-dials and similar devices is contradicted by Mr. Hamilton Foley, of the Standard Chemical Company, of Pittsburgh, who writes:

> "Last year this company produced over 18 grams of radium, and of this amount only 1.2 grams went into luminous material. All of the rest went into the hands of the medical profession. This company has made more than half of the total supply of radium available in the world at the present time, and its first thought is for the medical profession."

GETTING BACK AT EINSTEIN

THE FIRST ANNOUNCEMENT of Prof. Albert Einstein's work on relativity seems to have struck the mathematical and physical world so dumb that no opponent could raise his voice. For all that one could see or hear, every man of science was disposed to accept without question the most upsetting theoretical system that science had ever put forth. The most trivial research in botany or magnetism can scarcely be discust without acrimony, but the assertions that yardsticks shorten when they change their direction of motion, that one event can take place both sooner and later than another, and that light moves with an ultimate velocity which can not be exceeded, were apparently accepted by interested persons with perfect accord. The English physicists appear to have recovered from their coma first; and we have already quoted some comments not altogether in accord with Professor Einstein's ideas. A letter in *The Scientific American* (New York) from Gilbert S. Walker gives a few more. Says Mr. Walker:

> "The statement that a yardstick changes its length when turned around 90 degrees and that a watch runs at a different rate when on a fast train will not be accepted by the skeptics on the mere statement that it is so, nor on proof so entirely mathematical as to be beyond control.
>
> "The weak point is the failure to state definitely the fundamental assumption on which the entire theory is founded, viz.: that the absolute velocity of light (in a vacuum) is constant. In other words, that all space is filled with a fixt ether that does not partake of the motion of the earth.
>
> "With a fixt ether, of course, the earth would sweep through it at some eighteen miles a second, in its orbit around the sun. At midnight the ether would seem to us to be coming from the east. Its direction would change, as the earth rotates on its axis, so that by morning it would seem to be coming down on our heads.
>
> "This is the way the ether was supposed to be sweeping through the laboratory while Michelson and Morley measured the velocity of light. Yet it was found that the apparent velocity of light was the same at all hours, and that is right where the trouble started that is threatening to drive us crazy.
>
> "To the normal mind this experiment simply showed that the ether was not rushing through the laboratory at eighteen miles a second. Einstein's deductions are all the proof that is necessary that the laboratory was not moving through the ether at all. But the German mind when confronted with the discrepancy between the theoretical result and the experimental result, instead of seeing that one or the other result must be wrong, saw that both results were right and all the rest of the world wrong. So the discordant results were equated to each other, the equation was solved, the interpretation of the solution was proclaimed, and the world was plunged into mental anarchy.
>
> "But let us make another experiment. This one won't cost anything because the skeptics will agree with the superminds as to the outcome and will disagree only on the explanation. Let us take two clocks: one with a balance-wheel escapement, the other with a pendulum escapement. The axis of the balance-wheel will be placed parallel to the axis of the earth. We will neglect the velocity of about a quarter of a mile a second due to the rotation of the earth on its axis and assume that the motion of the axis of the balance-wheel through space is uniform. The time rate of this clock will therefore be uniform. The pendulum of the other clock will beat at the normal rate at noon and midnight when its motion through space is transverse. But in the morning and evening its motion through space will be endwise, and Einstein tells us that its length will shorten. Therefore, it ought to beat faster. If the earth's radius also shortens, gravity ought to get stronger and cause the pendulum to beat still faster. Every one will agree that the two clocks will actually keep together. To the skeptics there is nothing about this to explain. It is up to the superminds to show some effect that would exactly compensate for the supposed change in length; presumably by amending the law of gravitation."

But it is not enough to prove Einstein wrong or to show him up as absurd. We are now assured that he is not even original! This view seems to be taken by Professor Reuterdahl, writing in

Henry Ford's *Dearborn Independent*, which announces his article by a scare head, "Is Einstein a Plagiarist?" This arouses the "Einstein editor" of the journal already quoted, who in an editorial has this to say on the originality of the "modern Newton":

"It is not easy for a layman to form a just estimate of Einstein's work. And whatever temptation to error is presented to him will be in the direction of underestimation. The phrase 'relativity of motion' is not new. The Greeks had it, Newton had it, every popular explanation of Einstein starts by reminding us that this is something we have always known but chosen to ignore. It is easy to overlook that Einstein has taken this familiar notion, applied it with a rigor and a consistency and a generality which it has never before enjoyed, given it a significance and got results out of it which it had never before been dreamed lay in it.

"Again with the problem of gravitation. We all know that Newton solved this problem empirically only. We all know that he said nothing about the causes or the mechanism of gravitation—for the excellent reason that he could learn nothing of these. We all know that since his time thousands of scientists have searched for the cause and the mechanism. We do not all know what is equally true, that many of these searchers have been led to propose slight modifications in Newton's mathematical law—modifications which were in agreement with this or that observed fact.

"All this makes it very easy to accuse Einstein of plagiarism. Not alone is every one acquainted with classical relativity apt to judge the contents by the label on the container and assume that Einstein's relativity is the same old stuff, but the claim may with some show of plausibility be made that any investigator of gravitation has anticipated Einstein. This claim gains color in the far-from-rare case that its beneficiary can be shown to have attained results which are included in Einstein's or to have supplied Einstein with some of his material. Nobody would claim that Einstein's entire structure is novel—the sum total of human knowledge is to-day too large to make it possible for a contribution like his to be made out of whole cloth.

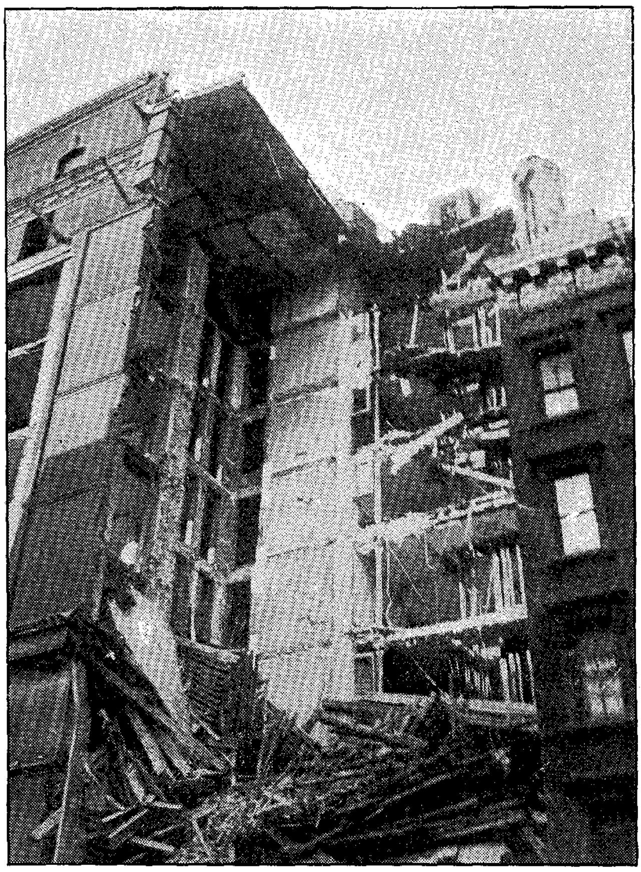
"We can paraphrase Professor Reuterdahl with some profit. Never in the history of science has any one ever made an epoch-marking advance but what the vultures have flocked about his trail demanding credit for what he has done and claiming ownership of the work which he has put out. But never before has it been the case that the really big men of science have accepted an advance so promptly and so whole-heartedly and left this business of picking the bones to the small fry whose names will be forgotten fifty years from now.

"Every one who possesses enough mathematics to follow Einstein knows that he has made a very material original contribution—that he has formulated mathematically and as a concrete whole ideas which have had a rather nebulous existence before him, cementing the structure with ideas to which he has himself given birth. His crowning achievement is the precise mathematical formulation; this has never been approached or approximated in any way."

PRICES AND BIRTHS—The London *Economist* quotes a letter from a reader who calls attention to the curious correspondence between the higher price-level of recent years and the larger proportion of boys to girls in the birth statistics. As this writer says:

"It is common knowledge that the number of boys born is somewhat greater than the number of girls. The proportion of male births to female births was larger during the war than it had been before, the ratio for England and Wales being 1,038 boys per 1,000 girls in 1911–14, and 1,048 boys per 1,000 girls in 1915–19. People are perforce content to regard this change as an interesting phenomenon, illustrative of a tendency on the part of nature to replace the losses of man-power caused by war-casualties, but otherwise wholly inexplicable in view of our present ignorance as to the factors which determine sex. A curious side-light is thrown upon the problem in the latest annual report of the Registrar-General, in which a close correlation is traced over a period of half a century between the sex ratio at birth and the level of prices shown by the *Economist* index-number. The Registrar-General remarks that 'prices have such bearing upon the physical conditions of the population that it is quite conceivable that their fluctuations have entailed corresponding changes in some of the factors influencing sex ratio, whatever these may be.' It appears that until half a century ago, a correlation between the price-level and the sex ratio was wholly absent. The conditions of the first sixty years of the nineteenth century, when England was still largely an agricultural and self-supporting country, differ, in the opinion of the Registrar-General, so much from those now existing that it is perhaps not surprizing that the striking correspondence shown by later figures do not apply to the earlier."

BUILDING - COLLAPSE FROM TRAFFIC - VIBRATION—How vibration from street traffic affects old buildings of weak structure is illustrated by the recent collapse of the rear wall of an apartment-house on Broadway, New York City, shown in the accompanying picture. This is thought, says *The National Safety News* (Chicago), to have resulted from the combined effect of loose construction and vibration. We read:



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JARRED DOWN BY STREET VIBRATIONS.

A slight hint of what New-Yorkers' nerves endure all the time.

"R. P. Miller, Superintendent of Buildings of Manhattan Borough, in a statement supplementing his written report on the accident, declares his belief that the collapse was caused by progressive separation of floor and walls at insecure corbel connections, due to vibration from street-traffic probably. One workman was killed and about a dozen other persons injured, being buried beneath the wreckage shown in the picture. Extensive reconstruction work was in progress at the time of the accident.

"The building was erected in 1880 as a nine-story apartment. In his final written report on the accident Mr. Miller ascribed the collapse to no single cause such as overloading, fracture of a structural member, or negligence in conducting the alteration operations in progress, but to the generally poor state of the old building, shattered condition of the brickwork, lack of anchorage of the floor joists, and adds: 'With the loose construction of the building and the condition due to the shoring and work of alteration it seems natural to suppose that vibration of some kind in the structure started the collapse.'"

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SECRET OF SPEEDING UP LIFE DISCOVERED

IT LOOKS AS IF THE SWITCH had been discovered by means of which human life may be speeded up. Whether this would always be a good thing may be doubted. For those who live too slowly, a little speeding up may do no harm, but for all we know, hastening the vital processes may simply bring us to the end more quickly, which few of us would regard as desirable. But it is interesting to know that the speeding-switch, or at least one of them, has been found in the thyroid gland, long known to physicians as the producer of a secretion that is for some reason indispensable to the animal organism. It has now been shown, we are told by the author of an article in *The Illustrated London News*, describing particularly the experimental work of Julian Huxley at Oxford, that its chemical principle, thyroxin, which has now been produced artificially by chemists, possesses a remarkable power of hastening the chemical activities of the organism. In animals that have a larval stage, for instance, it hurries the transformation into the final, or permanent, form; it can turn even the tiniest tadpole into a frog at once. The writer notes that hitherto physicians have contented themselves with restoring a man's thyroid activity, when either excessive or deficient through disease, to its proper or normal level. They know that the thyroid does something, and that if it is abnormal, disease appears. But they have not yet tried to penetrate the real secret and to apply it to practical ends. But—

"Other workers, however, have been deepening our knowledge and showing that substances produced by the thyroid have an effect upon the most fundamental properties of life; but we still do not know how to apply it to control the phenomena of growth and vital activity, and perhaps of sex and old age. We can, however, see the direction in which future researches must lie.

"The new knowledge has come, as is usually the case, from researches in pure science, carried on without an eye on the possibility of practical application. In America it has been found that even the lowest forms of life—animals consisting of but a single cell, without nerves or brain, eyes or ears, heart or stomach —may respond to thyroid treatment. One of these, Paramecium, which reproduces asexually, by dividing into two equal halves when it has reached a certain size, has its division-rate increased by 50 per cent. when dosed with thyroid. That is to say, if two solitary Paramecia are isolated in ordinary surroundings, one with, the other without, thyroid, by the time the ordinary one has produced 256 offspring, the stimulated one will have produced 4,096.

"Gudernatsch, a German, had meanwhile discovered that feeding frog-tadpoles on thyroid caused them to turn into frogs long before their proper time, and his work was taken up and extended by Swinglee in America. Even if the tadpoles have not yet formed legs when thyroid-feeding begins, the effect of the new diet is to make them stop growing, to sprout fore and hind legs, to absorb their gills and tails, and to turn into miniature froglets. By this means, frogs no bigger than an ordinary fly, and therefore much smaller than any existing in nature, have been produced—one is tempted to say manufactured.

"On the chemical side, Kendall has taken the great forward step of isolating a substance from the thyroid which can be regarded as the essential principle of the gland so far as its effects on growth and rapidity of vital processes are concerned. This substance has been named thyroxin, and during the last year Kendall succeeded first in analyzing it, then in manufacturing it artificially. Thyroxin is stated to have a remarkable power of accelerating metabolism, under which term biology sums up the main chemical activities of the living organism."

The work which has been done at Oxford by Julian Huxley consists in showing that an aquatic amphibian, the Mexican Axolotl, which normally grows up in an undeveloped, tadpole-like form, with gills and a fin to its tail, can be turned at will, apparently at any stage of its history, into a salamander-like creature, living on land and breathing by lungs, which was at first supposed to be a totally different animal. To quote further:

"The provisional explanation of the Axolotl must be that, in the countries it inhabits, it is easier to pick up a good living in the water than on the land, and that accordingly the animal's thyroid has become so much reduced that it does not ordinarily change into a land creature like other amphibia. Since, however, the waters where they live are exposed to the chance of drying up, the thyroid has been retained at a size where the slight stimulus of being forced to breathe the air causes the metamorphosis to take place. What is of great theoretical interest in the case of the Axolotl is that animals may still be transformed after they have become mature and capable of reproduction—again something that can not occur, normally, in nature.

"That our explanation is probably the true one is shown by the converse experiment, which was carried out in America by Allen, of removing the thyroid gland from young tadpoles.

"The creatures refused to change into frogs at all, but simply grew and grew, reaching double, even treble, the normal length of a tadpole, and, if we may believe the most recent results, actually in some cases produced ripe eggs while still retaining their larval form.

"Enough has, I hope, been said to show that we are probably on the verge of discovering how to turn on and off this switch which controls both the rate and the form of animal growth. We are still in the dark about a great many points. The most important, perhaps, is whether the speeding up of vital processes will cause a proportionate decrease of the natural span of life."

HAND-WORK FOR THE BRAIN-SICK

OCCUPATIONAL TREATMENT, as used with success at the Chicago State Hospital in Dunning, Ill., for the relief of mental ailments, is described in *Hospital Management* (Chicago), by Dr. Charles F. Read, superintendent of this institution. This hospital, he tells us, houses 3,300 patients commonly referred to as "unfortunates." Heredity, environment, and habit have combined to make a sad mess of their lives, but once they have reached a refuge in the great hospitals provided by the state, Dr. Read says that he prefers to think of them as fortunates—fortunate to be out of the maelstrom of competitive existence for a time, fortunate to be cared for more wisely than 95 per cent. of families can care for a mental case at home. These people do improve and recover, Dr. Read tells us. He continues:

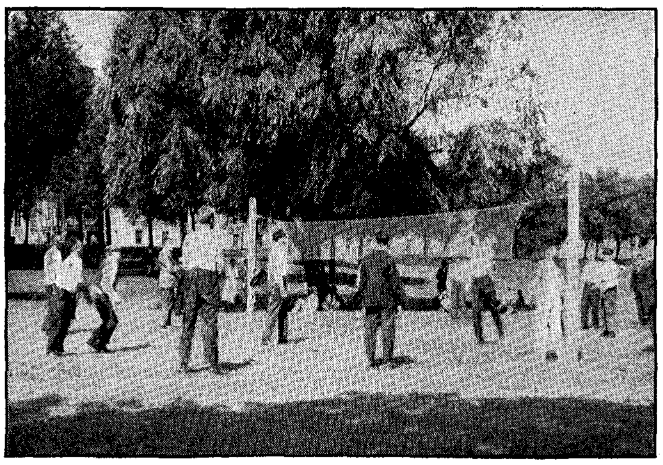
"In the year 1920 we returned almost a thousand men and women to their homes either recovered or improved. This is real salvage, well worth while. These great state hospitals are going institutions; not simply places to keep the insane until death releases them as so many people in their ignorance imagine. Some ten years ago at Kankakee we had for a short time, as a patient, a young man who is to-day editor of the fiction section of a national weekly and the author of many thrilling and well-paid tales of mystery. Without doubt, he is a better man now than before he went to a State hospital.

"I might continue relating similar instances of recovery and improvement, but this is not necessary if you will remember that they can and do 'come back.' This being true, it follows that a hospital for the care of mental cases must be a place for treatment as well as for custody. Inasmuch as you have asked me this time to consider occupational treatment especially, I can mention by name only the other therapeutic agents at our disposal in this work; namely, release from the strain of competitive existence and unfortunate home conditions, regular hours and long nights of rest, a simple, but abundant and well-balanced food ration, hydrotherapy for the more restless, the correction of surgical conditions, simple types of industrial occupation without the accompanying strain of responsibility, etc. All these agencies, and many minor ones in the individual case, combine to bring about improvement, but the greatest of all is occupation.

"Physical activity is an outlet for the emotions, a stabilizer of the ego. A child is practically always physically active and quite miserable if not. With increasing age this activity becomes less manifest, while physical and mental ills become more and more frequent. Inactivity of body is physiological in the aged, but pathological in early life. Half of our patients are under forty, and of these the majority are cases of dementia præcox, a mental disturbance in which, after a brief period of excitement, there follows a more or less vegetative or ruminative

Courtesy of "Hospital Management."

PEELING WILLOWS FOR BASKETS.



VOLLEY-BALL.

THE HAND CURING THE BRAIN.

condition in which there is little or no display of interest in matters outside the narrow confines of imaginative thought. Emotion, the vitalizer of our mental life, is apparently absent save in connection with the patient's fancies, where its manifestations often seem as remote from the real things of life and as unintelligible as the northern lights.

"Now comes the question: if occupation or 'busyness' in the form of physical activity accompanies these vitalizing emotions in early life, why not, in these cases, bring about physical activity of an orderly character, with the hope that by so doing we may afford an emotional outlet and clear the way for the return of wider interests and a partial, if not complete, return to normal?"

The *modus operandi* of the work is illustrated by the supposed case of John Doe, who comes to the hospital in a very excited condition on January 1. He is placed in the hydrotherapy ward where he is examined and treated in the continuous tub. For a month he is too excited to permit of any other treatment, but at the end of his time he is quiet enough to go to ward 10, where he is entered in the C-class, doing sandpapering and other very simple tasks. He does his class work very indifferently in the afternoon and because of his indifference requires much attention from the teacher. In the morning he goes with sixty other men from his ward to the gymnasium where he is taught simple exercises. He is not bright enough for the games and must be personally directed by an attendant during the exercises, else he will make little or no attempt to follow the leader. Dr. Read goes on:

"During February this program is carried out without apparent benefit. John becomes worse rather than better; he grows more careless about his clothing and much of the time appears to be in a brown study.

"In March it seems best to transfer him to a 'habit-training' ward and in a class where he is given kindergarten work to do—work with bright colored paper, blocks, etc. His classes here last but an hour or half hour at a time and between whiles he marches to music or learns to toss and catch a ball, etc.

"He is a dull, slow case, but the teacher never gives up hope. Tho he seems to be a dead weight most of the time, there are moments when it is as if a lightning flash reveals the former man peering furtively out through the darkened windows of his ruined habitation, and so she persists. Great courage and almost unreasonable faith are the *sine qua non* of the born therapist.

"In April things at last begin to go a trifle better. John laces up his shoes without reminder; eats more carefully; and in the class is promoted to coping-saw work which requires considerable concentration and muscular coordination. He begins to help the nurses about the ward and smiles when addrest, tho he still has little to say voluntarily.

"In May he returns to ward 10 and enters the A-class where he is taught to weave baskets and construct wooden toys. At the gymnasium his improvement is noticeable. He follows the drill leader and shows surprizing skill upon the horizontal bar.

"June finds him a member of the volley-ball team and a skilful brush-maker. He has been passed from occupational therapy to the industries of the hospital. He has gained twenty pounds in weight since his admission and is asking to go home. He is not entirely well. He is not so alert as formerly, his friends say, and he has no definite plans for the future, but with help he will be able to get along, tho upon a lower level than formerly, and sometimes in the future he may even have to come back. Meanwhile, however, he has been salvaged and the result, I believe you will agree with me, is well worth while. . . . . . .

"This work has been done in a state hospital among patients suffering with one or another form of mental disorder. We deal with cripppled minds in place of crippled bodies; and yet there is no essential difference between this work and the work that may be done with countless thousands of physical invalids. The bodily disabled are too often mental patients as well; only the mental disorder is not recognized or is cursorily classified as irritability, discouragement, sullenness, etc."

THE JERKLESS TRAIN—It has arrived in Sweden and may cross the ocean when our railroads get ready to bestow it on us. Arnold Bennett told us years ago that the salient feature of American travel was the soul-racking jerk with which our trains started. They are longer and heavier than the English trains, which may play a part in the reaction, but our engineers may also lack a certain degree of sympathy with the slumbering human freight that they haul. Whether the Swedish antifriction bearings described by E. F. Maas in *The Railway Age* (New York) will make it more difficult to transmit this lack of sympathy through the couplings remains to be seen. Mr. Maas writes:

"I wish to point out one way which would eliminate the uncomfortable 'slam-bang' at the start of a passenger-train.

"By employing antifriction bearings in place of the present journal bearings on passenger-cars, the resistance at starting these cars is so reduced that from 10 per cent. to 15 per cent. of the pulling force required with journal bearings will set the train in motion. This figure is obtained from comparative tests made on the Swedish State Railways with ball bearings and journal bearings.

"The reason why antifriction bearings, of either the ball or roller type, have not come into more extensive use on railroad-cars, in spite of such a good showing, is no doubt the fact that the hitherto known forms of these bearings have proven insufficient in their carrying capacity, in either a radial or axial direction, or both, to make them an economic success in the railroad service.

"However, there is now a new type of antifriction bearing coming into use in this field, technically known as a disk bearing. The first bearings of this kind were installed about two years ago by the Swedish State Railways, and their tests have given such results that the use of these bearings is now being extended. These bearings combine the easy running of the ball bearing with the strength and carrying capacity of the roller bearing, thus contributing at the same time to an increased comfort for the passengers as well as to reduced operating expenses for the railroads."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

HAMPDEN'S SHAKESPEARIAN GALLERY

PERHAPS *HAMLET* MUST STEP BACK and give way to *Macbeth* as the touchstone of modern actors. For some reason the Scottish king is a rock of strength or breaking for his American impersonators. Where some others have failed, Walter Hampden has triumphed. And almost contemporaneously James K. Hackett has conquered London in this rôle and plans an assault on Paris. In his present season's tour, which allots but four weeks to New York, where Shakespeare is much discust and but little visited, Mr. Hampden has presented a gallery of five Shakespearian characters, *Macbeth*, *Shylock*, *Petruchio*, *Romeo*, and *Hamlet*. His *Hamlet* is well known from many repetitions in previous seasons, his others he has brought new to the New York stage, and has made much critical ink flow. The critics, from indications shown above, are keyed up on *Macbeth*. The older ones with the great performances in the past held in recollection are full of praise for Mr. Hampden; the newer comers are not so sure of his excellences, and prefer to risk no enthusiasms. Mr. Towse, who has the longest record of all, says in the New York *Evening Post:*

HAMPDEN'S *MACBETH*

Is said by a veteran critic to be in many respects the finest representation of this character seen in New York or elsewhere since the death of Edwin Booth.

> "There is a temptation to say that this performance marks the beginning of a new epoch in the theatrical history of New York. That, perhaps, would be an exaggeration. But it may be stated with confidence that it is, in many respects, the finest representation of 'Macbeth' that has been seen in this city or elsewhere since the death of Edwin Booth, and that the effect of it upon the memory of the late unfortunate experiment of Arthur Hopkins is that of complete obliteration. The success of it is peculiarly gratifying because—altho in the production advantage has been taken of some of the best devices of the modern theater—it is in the main the result of a return to some of the oldest and soundest traditions of the English-speaking stage and an abandonment of the absurd notion that Shakespeare, who lived and wrote three hundred years ago, should be treated exactly as if he was a contemporary dramatist. Mr. Hampden has now given us the best *Hamlet* and the best *Macbeth* of the present generation, and the achievement places him definitely and incontestably at the head of all living American tragedians."

In Mr. De Foe's column in the New York *World*, we see also a gratification that the old methods of the theater are still potent over the new. His comment brings before us the pageant of the *Macbeths* of old and glorious history:

> "Here is the combination of superbly enacted principal rôles and very generally satisfactory supporting characterizations and scenic investiture, an accomplishment rare, indeed, in these days of modern frills and fancies.
>
> "Walter Hampden's *Macbeth* is one, first of all, of unquestionable intelligence. In the tone and quality of his fine, full voice, the determined, sympathetic eyes, and the powerful stride and studied gesture he brings into the finished product which Shakespeare penned, he towers high at every move. He is strong as the wind itself that sweeps bleakly over the heath where the witches hover, yet vulnerable as a child on the hearth when memories of poor *Banquo's* murder come back to him.
>
> "You see in his eyes, as he carries his bulky body throughout the quickly changing episodes, the constant tuning of his every action to the moment at hand. Alert always, he is to the casual observer steady and sure and in complete control of delivery throughout. His diction is without flaw.
>
> "How much has been added to the general effect of Mr. Hampden's work here by the admirable assistance given to him by Mary Hall, who appears as his resolute, cold, calculating wife, can not, of course, be determined. Undoubtedly, this assistance counts greatly. For this actress, who has devoted many years to stock work outside of New York, has learned her lesson well, and she portrays the planning coassassin in a manner seen far too infrequently here. Of particularly fine physical build for the part, and possessing a face and features that lend themselves to the character of the relentless, ever-impatient, and aspiring *Lady Macbeth*, who would kill that her husband might rule, she takes her place easily alongside that of Mr. Hampden in carrying through to its tragic conclusion this great work.
>
> "Miss Hall has chosen the driving, domineering, pursuing line of action by which she eventually leads *Macbeth* to murder his king for a throne. It must be added that she does not at any time overplay this method, as there are feeling and humanness in her *Lady Macbeth*. It is, however, after the fashion of Mrs. Pritchard, Mrs. Siddons, Charlotte Cushman, Janauschek, and

Genevieve Ward that she proceeds, with none of the wheedling, cajoling, clinging tactics of Eliza O'Neill, Modjeska, Ellen Terry, Julia Marlowe, and Marie Booth Russell. Her reading is 'natural' and even. In the dagger scene, just before entering the murder-room with the weapons, she is especially effective, and her voice, facial expression, and carriage are of the finest."

Mr. Broun, who is so entertaining about musical comedy and the little theaters, watches his Shakespeare uneasily. As between the much-derided recent Hopkins production and Mr. Hampden's, "try as we might, we could not find the latter a bit more interesting." Mr. Broun's excuse is "the acting." "'Macbeth,' we imagine, must be acted unusually well if it is to seem anything but gusty melodrama." Mr. Woolcott, of *The Times*, is another dissident, who feels his opposition:

"To your correspondent, Mr. Hampden's *Macbeth* seemed lacking in distinction and beauty and dramatic power—his performance in no respect the work of an artist of the first rank. It is only honest to file this dissent, to bring in this minority report. It is only fair to say in the same breath that it is a minority report, concurred in by a few, but overwhelmingly outvoted."

But Mr. Hampden brought even the dissidents around with his *Shylock*. Mr. Towse he could safely count on, and Mr. Towse does not fail him:

"It may be said at once, and very confidently, that not only was the representation, taking it as a whole, one of the very best seen in this city since the days of Henry Irving, but that in some respects, and those not the least important, it would not suffer much in comparison with the famous first production of the comedy made in this country by that illustrious English actor-manager. The reference here, it will, of course, be understood, is not to any pictorial, but solely to purely histrionic qualities. With each successive production that he has made here this season, Walter Hampden has added to his rapidly growing reputation and deepened and widened the foundation of the hope that he may prove the big actor for whom we have been waiting so long."

Saying this, Mr. Towse postpones a detailed analysis till a future occasion, but Mr. Woolcott supplies what he lacks:

"*Shylock* is the best rôle in his repertoire, and, for some reason, it is the best-directed and most zestfully acted of all his plays.

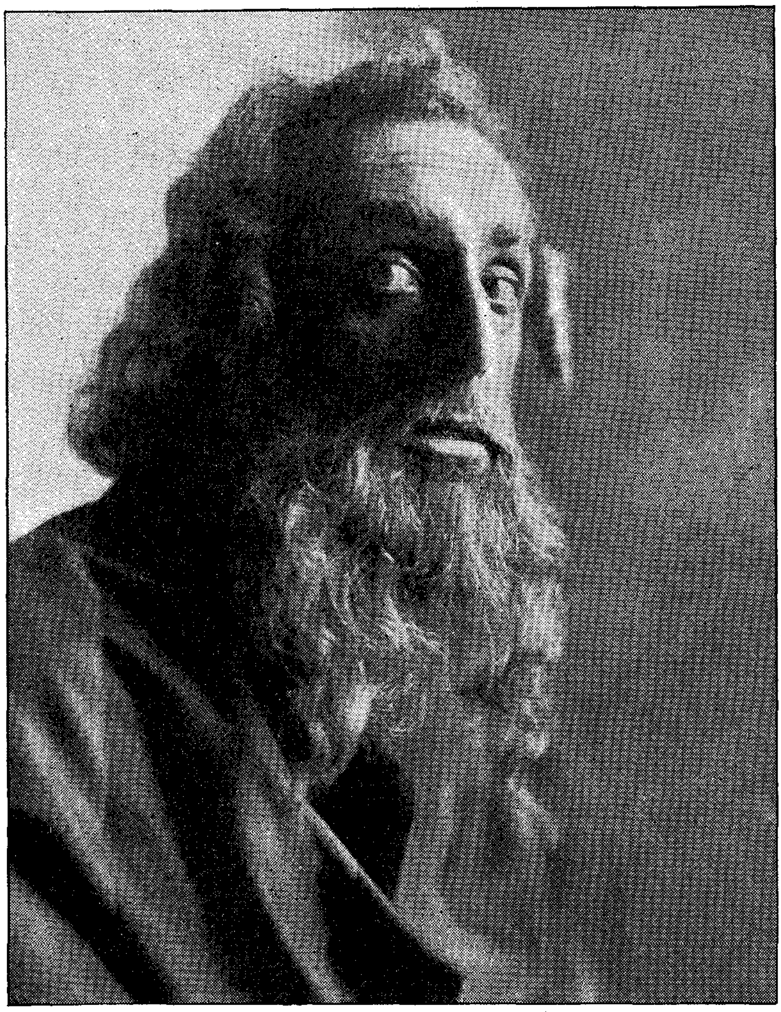
"One who did not share all the enthusiasm that some express for Hampden's *Hamlet* and who did not share any of the enthusiasm for his *Macbeth*, now finds his *Shylock* admirable as a performance if not as an interpretation. It is a senile, dirty, and singularly malignant *Shylock*, but one that is vital and convincing from first to last, in spite of some of the excesses with which the final moments of the great trial scene are weakened.

"Hampden presents *Shylock* without a single one of the traditional appeals for sympathy which have accumulated through the generations in the gradual process of civilizing 'The Merchant of Venice.' There have, in recent seasons, been actors who made the money-lender a gentle old idealist, mooning amiably about the streets of Venice, but Hampden swings to the other extreme and heeds none of the hundred and one touches of humanity and dignity with which Shakespeare warmed the rôle over and above the taste of the Jew-baiting mob for which he wrote his pieces. You can see at the Broadhurst now a *Shylock* as different as can be imagined from the one we are likely to see next fall if an old prophecy comes true and Warfield finally revives 'The Merchant of Venice.'"

Mr. Broun, even, is conquered; and, strangely enough, by the "melodrama" of Hampden's *Shylock:*

"This seems to us easily the most significant piece of work which the actor has given us during his present season in New York. We should rank it above his *Hamlet*. Mr. Hampden makes little effort to sentimentalize the rôle as has been frequently done in the theater of our generation, notably by Tree. He emphasizes the cruelty of the money-lender, and loses no opportunity to bring out his malignancy. It is the sort of *Shylock* which Henry Ford would enjoy, but others may do so as well.

"There seems little reason to suppose that Shakespeare intended his audiences to consider *Shylock* as anything but a villain in essence. Hampden presents a truly terrifying figure in the trial scene and gives it a fine, full flavor of melodrama. Things which seem to us handicaps in some of his other rôles can not plague him as *Shylock*. Here he needs neither lightness nor humor, and there can be no question that he possesses force and authority."



HIS *SHYLOCK*,

Presented "without a single one of the traditional appeals for sympathy which have accumulated through the generations."

Petruchio in Mr. Hampden's hands did not seem "a particularly deft performance" to Mr. Broun, so he and Mr. Woolcott, too, give some instruction to the actor. Mr. Broun would like to "see 'The Taming of the Shrew' played as a satire on the he-man." He finds it "difficult to-day to accept *Katherine's* speech of submission, at the end of the play, as anything but shrewd banter on the part of a woman who knows that her husband is an amusing, swaggering stuffed-shirt." Mr. Woolcott imagines a *Petruchio* who is a he-man satirizing himself:

"Mr. Hampden is the conventional *Petruchio*—following a pattern familiar to those who have heard Otis Skinner, E. H. Sothern, Charles Richman, and Eric Blind cracking the Paduan whip. The rôle, as it is traditionally played, presents no difficulties to him, but there are some of us who think that a world of fun lies untouched in 'The Taming of the Shrew' for the first American actor who will play *Petruchio* as a philosophical, mild-mannered fellow who has read in a book somewhere that shrews can be roared, starved, and terrorized into docility.

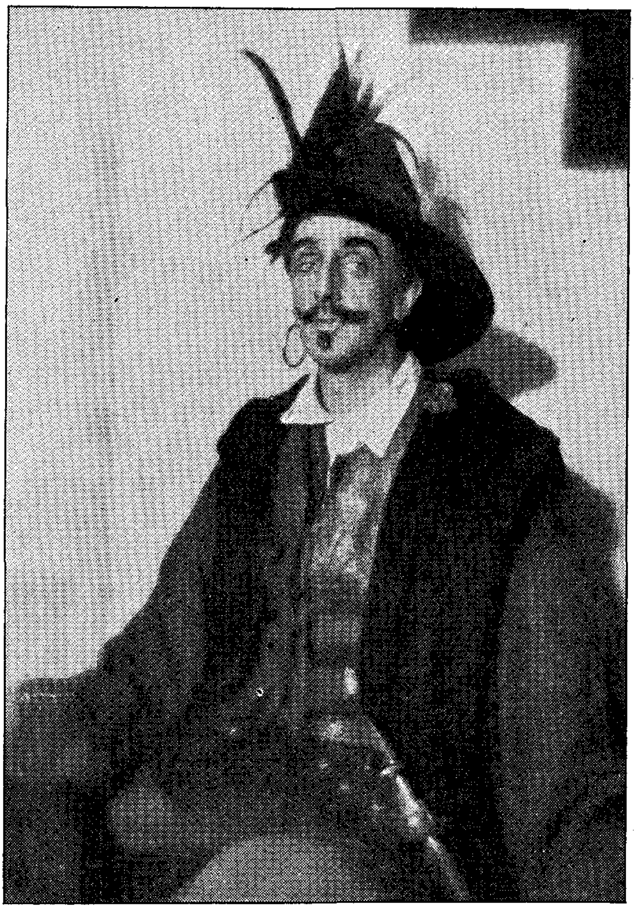
"It would be a *Petruchio* who lapses absently into gentleness and who has to work himself up with great fierceness into the required state of bluster. He tries it and then stands back from time to time to watch with amused and gratified surprize how well it works. It would be such a *Petruchio* as Mr. Gillette might have played in his younger days or as Grant Mitchell might play to-morrow. What would 'The Taming of the Shrew' be like with Grant Mitchell and Francine Larrimore in the leading rôles? Not at all like the performance at the Broadhurst."

LETTING THE POET LIVE

GREENWICH VILLAGE has received more slurs for its pose and insincerity than praise for any efforts at fostering genius. Even *The Nation* does not call the Village by name when it writes a defense of the spirit that no doubt prevails in the soul of many of its denizens. It writes sympathetically about "the poet and the world," but hardly admits that a poet subsists in this "Latin Quarter" of the Western world. Yet a few years ago this Quarter harbored Alan Seeger, tho the world refused his poetry until the war made him glorious, and now the city raises a memorial tree to him in Washington Square, just under the garret window where he once lived. "We do not banish poets from the Republic, but try to make them over into the image of Congressmen," says the writer in *The Nation*. Alan Seeger refused to be made over, and went away to Paris to spend his life. When people see the concrete example of the poet, "they grow deprecatory at once." "Is it, after all, they ask, necessary to be so wild and passionate and heedless? How are we to know that the fellow is a poet and not a *poseur?*" *The Nation* makes answer:

"Let us be content not to know. Better that ten thousand *poseurs* should have their little fling and fun than that one Shelley, or one far less than Shelley, should be wounded or restrained or silenced. Can we not be liberated from this spirit of miserable thrift? 'No doubt there are gifted people in your Latin Quarter,' says a respectable and not unlettered lady, 'but most of them there are merely queer and probably immoral.' She forgets that such groups have always surrounded and sustained, nourished and eased, the 'children of the fire' who can find comfort and inspiration neither at an engineer's club nor in a drawing-room, neither in the Elks' Hall nor in a grocery. We are not so chary of human material when an island is to be annexed or an oil-field to be exploited. Let us be content to gain a little less than the whole world for our profits and our brand of manners and opinions and save the freshness and the vigor of the incomparable soul. Let us admit the noble madness of poets and allow for it. Our verse will be less cool and humble and diluted and more simple, sensuous, and passionate. Nor will such verse or the poets who produce it for the groups that surround these poets be without effect on our general life. We stand in bitter need of a glow, however faint, of the Dionysian, the unsubdued. The universe, as William James finely said, is wild as a hawk's wing."

The writer does not choose Seeger for his example, because something outside our common life gave Seeger his fame. He picks one, without naming him, however, little helped by our "academic departments of English on the one hand and authors' leagues and guilds on the other that have tended to put literature on an efficiency basis with a view to high and readily marketable production." It's a somewhat melancholy figure:



WALTER HAMPDEN AS *PETRUCHIO.*

Here Hampden gives a rollicking performance at the other esthetic pole from his *Macbeth* and *Shylock*.

"We knew a poet once whose noble rage no penury could repress and the genial current of whose soul no disapprobation could freeze. He was of the pure stock of the New England Brahmins, but he could never endure to ape the frosty gentility that engages confidence and insures preferment. On the campus of famous universities he walked with ragged hat and flying coat and all the fires of passion and poetry in his speaking eyes and eloquent gestures. His fellows recognized his genius and his learning. Yet they felt a little shy in the society of one so obviously explosive and untamed. His teachers granted his great qualities a little grudgingly or a little pityingly. We live in a practical world, they seemed always to be saying, and what is a high passion in the darkness of an unpolished boor or an immortal sonnet if it springs from an abstraction that makes for rudeness? Our poet's fate did not fail to pursue him as the years went on. A shaggy yet slim impressiveness replaced the wildness of his youth. But he never learned to be dapper in appearance or in mind. His intellectual vision and his enormous sensitiveness divided him more and more from the general opinions of the respectably cultivated on public and private matters. He has resisted to this day. But he has not gone unscathed. Something of spontaneity, something of clarity, something of rhythmic energy have been taken from him."

GOETHE'S HOUSE NEGLECTED—Extreme financial embarrassment has overtaken the Goethe Museum in Frankfort, but the new republic attends tardily to such needs, as the New York *Evening Post* shows:

"To secure contributions other than those that come in through the regular channels the administration recently addrest a circular letter to the seventy-five richest men in Germany asking them for help. Some made no response whatever, others declined for reasons that occur most readily to the phraseologist, while one sent in 100 marks. Such help as has thus far been received has come from the new poor; that is, the cultured middle class.

"Museum drives are common, not only in Germany but in virtually all countries. . . . Under the empire wealth was more evenly distributed and the state cared for public institutions. Under the republic, and as a result of the war, her wealth has been shuffled so that she has more 'millionaires' than ever in her history. Long accustomed to view our own men of wealth with supercilious envy, she never has been able to realize, not even to this day, that from the American point of view one of the choicest privileges attached to the possession of great wealth is that of spending it on deserving public causes."

THE CONTRITE BLUNDERER

FOR A TIME one of our columnists seemed to subsist on the errors of others, only to have his mirth turned to gall when he was detected in making one himself. The journalist knows that he sits in a ring of detectives who love to show him his faults. Few of us take punishment as joyfully as "Solomon Eagle," of the London *Outlook*, who referred to a certain poem as "an apostrophe to the cuckoo" when in reality it was an address to the skylark. Some one immediately charged that this genial "critic at large" had laid "rude hands on one of his favorite poems." In all humility this Solomon Eagle replies that "the bird was not a cuckoo. It was a lark. I said it was a cuckoo. I was a cuckoo for saying it. I noticed the error when too late. I went red in the face when the mistake was exposed by an irate correspondent. And I went red all over when it was given a still wider publicity, put in the pillory and exposed to the eggs and carrots of the world, by *Punch*." Mr. Eagle, or whatever his real name is, endures his chagrin with good grace:

HIS *HAMLET*

Several years ago established Mr. Hampden as the continuator of the great tradition.

> "I shall survive. I do not take lapses of the pen, the tongue, or the memory very seriously. I should not like to pepper every article I ever write with errors of fact. But I am resigned to their occasional occurrence, and I am as charitable to them in others as I wish others to be when I make them myself. There are errors and errors. If I stated boldly that 'Hamlet' was written in prose and in bad prose, it would be obvious either that my mind had so weakened that I ought to post straight off to Harley Street, or else that I had never read the play but was pretending to have read it. A Scotch paper once perpetrated a sentence which was stuffed full of the sort of errors which really do deserve contemnation and should permanently disfranchise their perpetrators in the critical sphere. It was reviewing a selection from the poems of Francis Thompson, and said:
>
> "'We do not think that any selection from the work of the author of the "Seasons" can be considered really representative which contains no extracts from his best-known poem, "The City of Dreadful Night."'
>
> "Had I written that and been exposed I really should hide a head not ordinarily 'diminished,' but shrunken to the size of a hazelnut. But surely, surely, my poor error was not of that kind? Surely I may advance, and with more cogency than she could, the defense of the maid-servant in 'Midshipman Easy' that her offspring was 'only a very little one'? And, above all, it was on the subject of the cuckoo, the bird of mocking, the feathered leg-puller, whose note in our Elizabethan literature is always an ironic echo, the bird which evoked what perhaps was the most masterful definition in our language. I am in the company of the unfortunate wight who, quite without meaning it, said that 'the cuckoo is a bird which does not lay its own eggs.' And I am in a larger company than that. I do not know that I ever heard a story about a cuckoo, a story in which the word 'cuckoo' occurred, the point of which was not some ridiculous blunder. There is, for example, the story (there always is) about the curate. He was invited to an immense house-party at a duchess's. At tea on the afternoon of his arrival he did not speak; his nervousness was painfully evident. Nor did he speak during the interval between tea and dinner. Nor during dinner could the assistance of two charming neighbors and the auxiliary resources of his anxious hostess produce from him anything but blushes and nervous tremblings. When the meal was over the ladies prolonged their stay for the sake of helping him to start. At last hope was given up; but just as the hostess was rising his mouth was observed to be shaping itself toward some end, and there was a hasty resettlement. All listened anxiously, endeavoring to mask their painfully solicitous concentration. At last he broke the silence. 'The c-c-cuckoo,' he said, 'is a m-much larger bird than you would s-s-suppose.' There is also the story of the tearful child who brought back the cuckoo clock with the bitter complaint that it ood before it cucked."

A GILD FOR MUSICIANS

NOT ALONE NEW YORK, which hears too many concerts, but all our large cities, which hear enough, and small ones, which hear too few, should find an interest in a new solution of the concert problem. That the solution, in the form of a gild of singers and players, comes from England is nothing in its disfavor. The need of relief agencies is even stronger there than here, and the remedy, set forth by the Springfield *Republican*, has consequently been more quickly found:

> "There are two classes of members, professional and non-performing, and both are entitled to tickets at reduced rates. To the general public the tickets are sold at fixt and moderate prices, the scale running from 75 cents to $1.43, inclusive of the tax. A group of three or more professional members is entitled to give a concert under the auspices of the gild, paying $130 for the rent of the hall, incidental expenses, and adequate advertising by the gild, which effects a large economy by collective advertising.
>
> "More than twenty of these concerts are to be given in London in May and June, and there will soon be a chance to study the working of a plan which has much in its favor. In London, as in other great cities, the difficulties of the professional musician have been steadily increasing; much the same conditions exist in New York. A very few favorites can give recitals and draw crowded houses; the rest—and this includes many musicians of sterling merit—must either appear before scattering audiences or flood the city with free tickets. Just here is the crux of the concert question, for appearances in London or New York are deemed so essential to prestige that multitudes of ambitious musicians are willing, or at any rate feel obliged, to pay for the privilege. The natural result is that the public, and even the musical pubic, has been getting out of the way of paying for concerts, and most of the recitals given are given for show and at a loss to the musician."

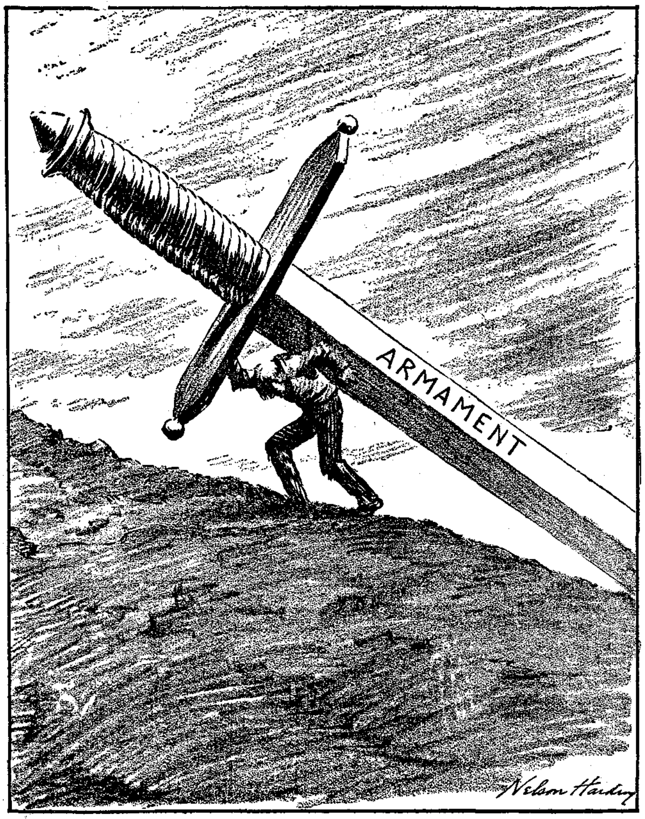
A gild that can do something to correct this sorry state of things, says *The Republican*, "will deserve well of the musical public as well as of professional musicians."

> "It is no doubt well advised in requiring the cooperation of at least three members in a program, for there are many deserving musicians to be provided for, and the number of concerts that can be given is limited. The recital, which has long been the fashion, is an extravagantly individualistic form of entertainment which may bring wealth as well as fame to a few but leaves the rest out in the cold. . . . Success will depend partly on the interest shown by the public and partly on the degree to which professional musicians are disposed to sink their rivalries and show a spirit of helpful cooperation."

RELIGION-AND-SOCIAL-SERVICE

DISARMAMENT PUT UP TO THE CHURCH

WHEN SOLDIERS AND SAILORS advocate disarmament, it is thought to be high time that the churches awaken to their duty as followers of the "Prince of Peace," and the recent action of Protestant, Catholic, and Jewish bodies in calling for a "Peace Sunday" on June 5 is hailed with exclamations of welcome by the religious and secular press alike. The religious press took a strong stand for disarmament early in the year, as noted in these pages on February 12, but it was not until recently that the denominational conferences undertook a joint definite and official plan of campaign to urge favorable action by the Government. Now, with the full force of church influence joined to that of many lay organizations, particularly those comprising women, and to that of many daily papers, definite American action to forward international disarmament seems, to some observers, well-nigh inevitable. There is, we are told, a deal of truth in Senator King's recent assertion before Congress that "there is a resistless tide for world-peace, in which the United States must lead toward world unity, peace, and cooperation," and it is considered remarkably significant that General Pershing and Gen. Tasker H. Bliss, former Chief of Staff and a member of the American Peace Commission, and Admirals Sims and Huse are among the strongest supporters of armament reduction. Indeed, it was at the suggestion of General Bliss that the Federal Council of the Churches of Christ in America, the National Catholic Welfare Council, the Central Conference of American Rabbis, and the United Synagog of America sent out a joint circular requesting 100,000 pastors to urge upon their congregations to-morrow the necessity of petitioning Congress and the Administration to call an international conference on disarmament. Thus, says the New York *Evening Mail*, "the churches are taking the part rightfully belonging to them in urging the substitution of counsel, charity, and understanding in international affairs for the implied threats of great armaments." Moreover, the churches are encouraged to believe that if they "succeed in making public opinion effective—for there is plenty of evidence that public opinion is overwhelmingly in favor of at least proportionate disarmament—they will have gone far to prove the vitality of their mission." It may be a sign of a changing spirit toward the churches, which since the war have come under so much criticism, that General Bliss addresses his appeal to their representatives. He believes, according to his letter published in the press, that—



OUR CROSS.

—Harding in the Brooklyn *Eagle*.

> "If the clergymen of the United States want to secure a limitation of armaments they can do it now without any further waste of time. If, on an agreed-upon date, they simultaneously preach one sermon on this subject in every church of every creed throughout the United States, and conclude their services by having their congregations adopt a resolution addressed to their particular Congressmen, urging upon them the necessity of having a business conference of five nations upon this subject, the thing will be done. If the churches can not agree upon that it will not be done until the good God puts into them the proper spirit of their religions. The responsibility is entirely upon the professing Christians of the United States. If another war like the last one should come they will be responsible for every drop of blood that will be shed and for every dollar wastefully expended."

Can there be any doubt of the powerful effect on public and official opinion of a concerted plea of the churches for the preservation of peace through a common abandonment of competitive armament, asks the New York *World*, a stanch supporter of disarmament. Yet, it seems to this newspaper, the churches, instead of establishing a precedent, followed a suggestion, and it remarks censoriously:

> "By all the logic of religious teaching they should have initiated the movement they are now asked to join. They should have led the way, and their voice should have been the first to be raised and the loudest to declaim against the fallacy of great naval and military establishments as a safeguard against war. It can not have needed the lesson of the Great War to disprove that fallacy in pulpits where peace on earth, good will to men is preached.
>
> "But the important thing is the enlistment of all American religious organizations, Protestant, Catholic, and Jew, in a combined effort to remove the menace of militarism. There is no influence more powerful in American life, and there is no national cause in the aid of which that influence can more properly be employed."

And there should come from every church in this land, declares the Minnesota *Star* (Labor), a protest so clear against preparations for war, "a command so unmistakable to our Congressmen to address themselves to plans for peace, that no one of them can mistake its purport."

Other national organizations taking up the fight for peace and now engaged in earnest campaigns to bring about an international conference on disarmament include the Women's Committee for World Disarmament, the National League of Women Voters, State Federations of Women's Clubs, the Women's Christian Temperance Union, the World Friendship Bureau, the Women's Missionary Council of the Board of Missions of the Methodist Episcopal Church, and the Federation of Business and Professional Women's Clubs. The Administrative Committee of the National Catholic Welfare Council declares that while we must leave the immediate question to our national legislators, "we should take active means to bring about, for the purposes of general disarmament, a meeting of the representatives of all the leading nations of the world." We are urged that—

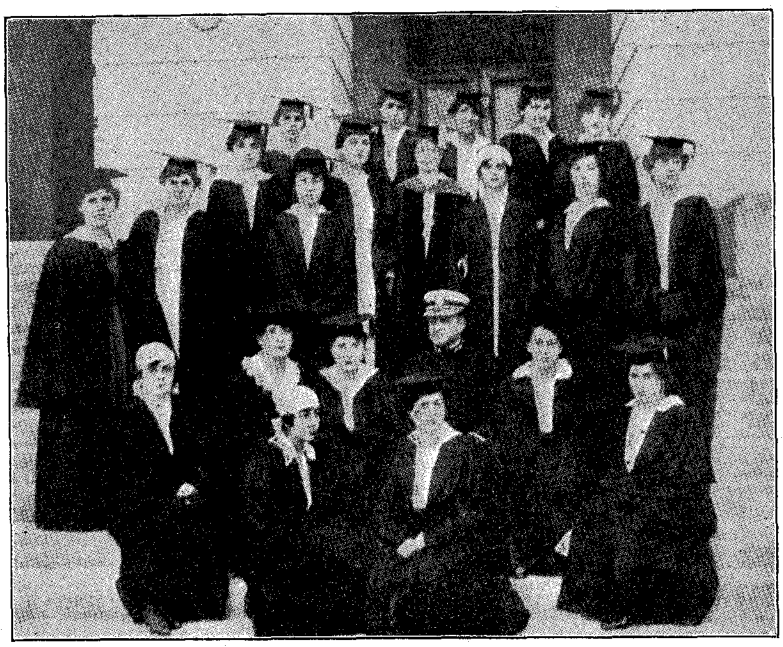
> "America should sound such a call. And we should do all in our power to make it known that such is the will of the American people.
>
> "That is the first necessary step. Without it peace will be but a hope, not a reality. A congress of nations, called at Washington by the American Government, backed by popular interest and appeal, will secure undoubtedly practical, effective measures for the promotion of enduring world-peace. Thus shall America again show her leadership on the path of civilization.
>
> "Such a congress should be the object of our earnest prayers, our active work. For, in so working, we promote the gospel of the Prince of Peace upon earth and strengthen that message which our Holy Church has ever sought to declare unto the nations."

"Now is the time, not when the war-clouds actually gather, to prevent another war," declares *The Congregationalist*. "If the Christian churches of America, while this Congress is in session, would show half the zeal they showed for winning the war, and pray half as hard as they did for the protection and success of their sons overseas, the temper of whole communities would be revolutionized. We should go out once more with banners flying and never lay down our arms until we had done the last thing possible to banish war from the face of the earth." One more war, exclaims *The Churchman* (Episcopal), and we will be reduced to what Russia is to-day. Churchmen at conventions talk very solemnly about Christian leadership, yet—

> "Where, in God's world, can bishops, clergymen, and laymen exercise finer leadership in this war-stricken world, than by preaching the Christmas doctrine of peace on earth? And preaching it not as a counsel of perfection or a benign desire, but with will steeled with determination to help organize society upon a basis which shall not require wars to win markets. People outside the churches are organizing everywhere in this great movement to compel governments to heed the cry of the peoples.
>
> "Will the clergy lead in this crusade, the greatest since Christ was born? Or will they fold their hands and say, 'It is a problem for experts, for statesmen and cabinets'? God pity us! Statesmen, cabinets, and experts have been leading us, and leading us by the nose, in this war-morality for generations. What moral gain have we to show for it: the world-war, a score of others in the past fifty years, and civilization trembling over the abyss? Can we do worse if we follow Christ? If the churches can not trust Him, who then will?
>
> "If the Christian Church could raise up in England, France, and America a thousand ministers who would be willing to suffer martyrdom to end this business of war, there could never be another war.
>
> "Governments can not make war without the consent of the churches. The Christian Church has never tested its power. The clergy consented unto this wicked thing. How much longer are we going to do it?"

EDUCATION EMPTYING THE HAREM

EDUCATION IS EMPTYING the harem in Constantinople, that ancient battle-ground of the Crescent and the Cross, and to the American College for Girls, whose scope and influence extends among all the nationalities represented along the Bosporus, is due, we are told, a large part of this reformation. Tho it has known famines, massacres, epidemics, revolutions, and four wars, including the last and greatest, the College lived through them all, and is to-day "a little leaven of education in a great lump of ignorance and bigotry." The institution has almost 500 young women enrolled in the College and preparatory departments, and is giving them a complete liberal education in accordance with American ideals and standards. For many years, writes John A. Dunaway in *The Christian Work* (Undenominational), it received no encouragement from the Turkish Government, and operated even without an official government permit. Almost from the beginning, however, a few Turkish girls were enrolled, but it was not until after the revolution of 1908 that they were officially permitted by the Government to attend the American institution. This innovation, says the writer, ushered in a new era in Turkish education. Among other things, the Government provided a certain number of scholarships for Turkish girls in college, seeking to secure in this way trained teachers for their own schools. The leaven had begun to work:



Courtesy of "The Christian Work."

YOUNG GIRLS SAVED FROM THE HAREM.

Graduating class of the American College for Girls, at Constantinople, and Admiral Mark L. Bristol, United States High Commissioner in Turkey.

> "But the blighting effects of Turkish misrule can not be eliminated for generations yet to come. All subject races and even the Turks themselves have suffered keenly from the tyranny and injustice of the Government, and everywhere poverty and ignorance are still much in evidence as well as economic and industrial backwardness. The fate of the Armenians is still fresh in memory, and shows plainly the possibilities of Turkish rule.
>
> "The nature of Islam explains in part the nature of the Turk as well as the character of the Turkish Government, for with its admitted good qualities, it has emphasized blind adherence on the part of its believers and under its sway unbelievers are dogs, with no rights of citizenship or justice. It substitutes the Jihâd or Holy War for argument in converting the unbeliever. It has cast its deepest shadow upon woman, who is not a person but property, with few rights which a man need respect. It makes possible the harem, with polygamy, concubinage, and free divorce for the man.
>
> "Ignorance and racial hatred seem to go hand in hand in the Near East. Probably not more than 20 per cent. of the Turks can read and write. It is claimed by a good many educated Turks that ignorance has been the prime cause of the Turkish oppression of the various Christian peoples. Under the old régime Turkish education consisted mostly in learning by rote passages from the Koran, a little arithmetic, and some practise in writing. Poor as this was, it was for men only, and generally only the favored few. Higher education involved no new method; it was simply an enlargement of the course of study to include Islamic tradition, logic, and disputation. Thus an educated Moslem can read and write, quote whole chapters

of the Koran and traditions, and argue at length a point in Moslem law. Certainly there is no stimulation to progress, no questioning of tradition, no tendency toward social or political reform."

However, a great impression has been made, not only in quickening the faith of traditional Christians, but upon the Moslems. With the Young Turk uprising there was much talk of equality, freedom, and brotherhood, which, if it did nothing else, started an educational awakening and did much toward emancipation of women. Many have been forced by war conditions to break away from the seclusion enforced by tradition, and they find themselves badly equipped for earning a living. They need education for themselves, and in its effect upon their children the education of women is the most fruitful of all efforts at solving the problem of the Near East. There are, of course, racial animosities among the women coming from so many different nationalities, and there is the difficulty of religious differences to overcome. However, the barriers of custom and creed are broken down, and, with an ever-increasing enrolment, the institution is demonstrating its influence in bringing about better relations between the races. As to its character, we learn that—

> "The College is definitely Christian, but places no emphasis upon any one sect or division of the Church. The aim is to demonstrate religion as a personal rather than a racial matter, and to give the student an understanding of the individual character of religious life with the responsibility of each one to seek and find a personal relation to God. Likewise the hope is to demonstrate that such a relationship is a matter of spiritual life and moral character. While no compulsion is placed upon any Mohammedan or Jewish student to attend, there are daily chapel exercises, Sunday services, and the various activities of the Christian Association. Students of all races attend courses of Bible instruction, which include studies of comparative religion.
>
> "It goes without saying that a graduate of the College has a great economic asset in her degree, for women are entering more and more into professional and business life. Her training means even more to the country as a whole. Think what it means to have an increasing number of women trained as home-makers in the land where the home as we know it is not yet developed; of women trained for social work, where the term itself is not generally understood; of women trained as teachers, where ignorance is so plentiful and teachers so few; of nurses and physicians, where the people are conquered by dirt and disease.
>
> "The graduates show in their home life, in their interest in civic betterment, that their college education has broadened their life and influence to a point where it is being felt in molding public opinion. They show a realization of the fact that from those to whom opportunity is given, service is demanded. . . . As Ambassador Morgenthau has well said: 'The greatest service this country can render to Turkey is to show her the value of education, and particularly that of higher education. Unless the women of Turkey are mentally developed there can be no hope of the general betterment of the people.'"

THIRTY MILLIONS IN THE SUNDAY-SCHOOLS—The notable gains that have been reported by the Sunday-schools in various parts of the world in recent years are noted by the denominational press with deep satisfaction. Owing to the disturbances caused by the war, it was impossible to obtain complete statistical reports before the International Sunday-school Convention in Tokyo, and estimates, based on the best information available, had to be made in some cases. The total enrolment at the time of the Zurich Convention, in 1913, was 29,848,041. In spite of the great loss incident to the war years, the present figures show a decided increase, except in Europe and Oceania. Notable gains have been made in Central and South America, Asia, and Africa. The increase in North America was more than 2,000,000. The statistics for North America were those gathered in 1918, and since that time there has been a marked increase in the membership of the Sunday-school. As taken from *The Central Christian Advocate* (Methodist), the latest figures compiled by W. G. Landes, Statistical Secretary of the World's Sunday-school Association, are as follows:

Grand Divisions	Number of Sunday-Schools	Number Officers and Teachers	Number Scholars	Total Enrolment
North America.	155,944	1,697,520	17,065,061	18,762,581
Central America.	167	606	13,061	13,667
South America.	3,246	16,203	146,141	162,344
West Indies.	1,617	8,953	128,437	137,390
Europe.	68,189	680,189	7,943,440	8,623,629
Asia.	32,854	65,704	1,314,156	1,379,860
Africa.	10,015	46,007	660,218	706,225
Malaysia.	538	307	15,369	15,676
Oceania.	14,856	71,336	423,823	495,159
Grand totals.	287,426	2,586,825	27,709,706	30,296,351

NO AMERICAN ENVOY TO THE VATICAN

THE POSITION of an accredited representative from Washington to the Vatican would be a "between the devil and the Holy See sort of job," humorously remarks a Catholic high in the councils of his church, who adds more seriously that neither the peril of the times, nor the needs of the Church, nor the welfare of the American state demands the creation of such a post. This, coupled with a recent announcement from the White House, sets at rest the rumor—recently referred to in these pages—that President Harding was considering resuming diplomatic relations with Rome. There was considerable protest among Protestant weeklies, while supporters of the idea thought that in the present situation of the world a resumption of diplomatic relations with the Vatican would be advisable. Much discussion was aroused, and, according to the press, the White House was deluged with correspondence. Following a conference between the President and the Papal delegate, Monsignor Bonzano, this statement was issued:

> "Many inquiries have come to the President relative to a contemplated nomination of a diplomatic representative to the Vatican, and the President has thought it best to answer all of them by the public statement that no consideration has been given to such a step and there will be no occasion to consider it unless Congress by the enactment of law provides for such representation. The President does not understand that any such proposal has been made to Congress."

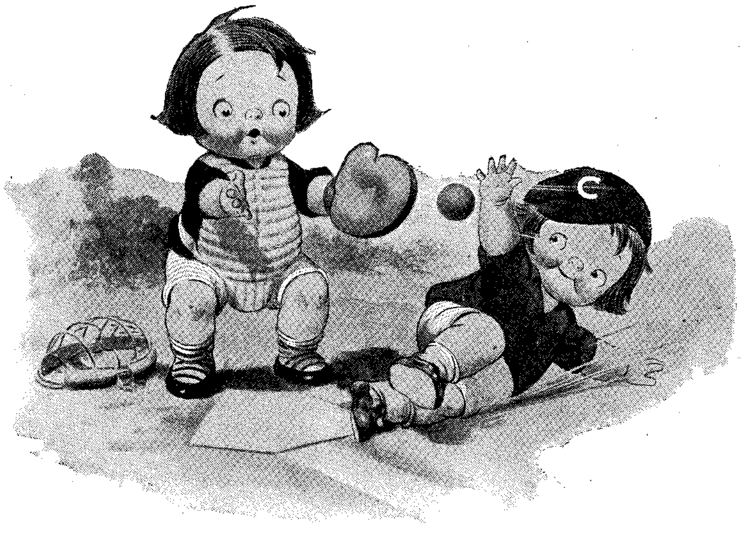
Dr. Maurice Francis Egan, former Minister to Denmark, and a prominent Catholic layman, is quoted in the New York *Sun* as saying that the reasons impelling France and Great Britain to renew relations with the Vatican do not seem to hold in the case of this country. He explains:

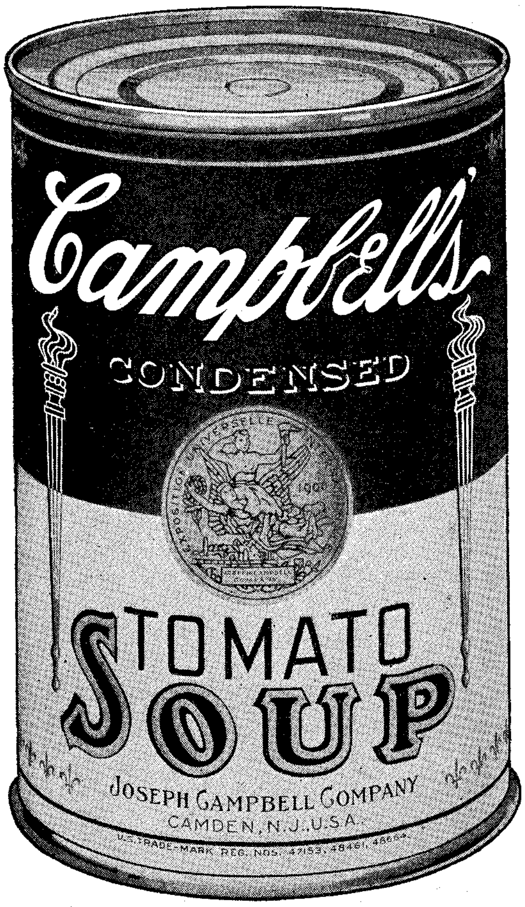
> "We have no colonies where foreign missionaries are engaged. The Philippines difficulty was happily and quickly settled by Mr. Taft under the Roosevelt Administration. The domestic arrangements of our American dioceses do not call for interference by the civil power. A free church in a free state is a good working arrangement. It suits us Americans very well. We are instinctively opposed to foreign entanglements, and find Washington's ideal applicable to the Vatican no less than to more mundane governments. . . . Our own archbishops and bishops can very well represent us at the Vatican, as in the past, and leave no heartaches."

Dr. Egan goes on to recite the history of American diplomatic relations with the Vatican as follows:

> "We had our civil or governmental representatives at the Vatican from 1848 to 1868. At that time the Pope was King of Rome, a temporal sovereign. Jacob L. Martin, of South Carolina, died at his post in Rome in 1848; John P. Stockton was Minister resident in 1861; Rufus King, of Wisconsin, resigned the post of Minister to the Holy See in June, 1868. Soon afterward the states of the Church were lost, and the Pope, under the guaranties of the Powers of Europe, withdrew into the Vatican."

This quickness at home is just great.
You don't catch me getting in late,
For this is my inning,
And Campbell's is winning—
You'll never beat me to the plate.





Right for the home plate

It's good to get home when you know that right there waiting for you is a plate of delicious hot soup, to take the tiredness out of your hunger and start you naturally on the quiet enjoyment of your meal.

Campbell's Tomato Soup

Gets its wonderful flavor and tonic properties from vine-ripened tomatoes of a selected variety, and from the way they are blended with creamery butter, pure granulated sugar and other appetizing ingredients. Serve it regularly and often. Keep a supply always on hand.

For Cream of Tomato heat in a saucepan the contents of one can of Campbell's Tomato Soup after adding a pinch of baking soda. Then heat separately to the boiling point an equal quantity of milk or cream. When ready to serve, stir the hot soup into the hot milk or cream.

Price reduced to 12c a can

Campbell's Soups

LOOK FOR THE RED AND WHITE LABEL

CURRENT - POETRY

Unsolicited contributions to this department can not be returned.

THE journalistic arrivals to our shores from foreign lands bring their seasonal verses that cry out not to be overlooked, even if a bit belated. An April poem should be just as good in May or June if it holds thoughts like this one which the London *Outlook* prints:

APRIL

BY JOHN FREEMAN

Why will you, thoughts, look back when to look back
Bares the old nerve of pain that Time had dulled?
What bird returns to the long-empty nest
And grieves 'tis empty still, with lichen wet
That mocks the quick-breathed and forgotten bosom
All song and air once, now all dust and death?
O thoughts, keep still your slow pace toward the late
Dusky-ridg'd skies; or if your wings again
Tremble with flight when April's in the air,
Hover not around that scarred and naked earth
Where passion flamed, and anger, and burned up
All tender growth of flower and spreading leaf . . .
Come back, come back! 'Tis April again, and here
Violets again and primroses and clear green;
But on that naked and unshadowed earth
The wounds are open still. You linger there,
Poor thoughts, as tho once more the hill was green,
As tho even now on flower and leaf the dew
Might shine, and eve's sweet bird her first shy song
Sing over. Look, 'tis a bare embittered earth;
You dreamed—nothing of sweetness ever may be
Again, that once was there. Uncover your eyes
And gaze uncheated upon a burnt-up Eden.

So to my thoughts I speak, for they fly after
Her image, crying, "Here she passed, and here
Your hand touched hers, your lips, and April then
Was even as now."
But she is not here now.

A REVISION of many of our ideas of the lower creation seems incumbent upon us after reflecting upon man's deeds in the world of late. *The Westminster Gazette* (London) has something in this line:

THE HAWK

BY RUTH MANNING SANDERS

Why should I call you
Bird of prey,
Because you fright
Small mice at play,
Since the red-throated swallows fly
As swift to kill, as hungrily?

I'll not abuse
Your thirsty beak,
Nor wail that strong
Should murder weak,
Since stronger against strong makes strife,
And death is almoner to life.

The troubled world
Is ordered so,
And still one works
Another's wo,
Yet sometimes walls of earth grow thin,
And heaven's own kindliness looks in.

A mask may hide
A gentle face,
And earth hide heaven's—
That shining place
Where you and I, brown bird, go free
Of mortal lust and cruelty.

FEW radicals would be so simple, as Sassoon here, to own the economic problem too much for them; yet he seems to get out as much sound reason for the cause as the best of them. *The Nation* (New York):

"THE CASE FOR THE MINERS"

BY SIEGFRIED SASSOON

Something goes wrong with my synthetic brain
When I defend the Strikers and explain
My reasons for not blackguarding the Miners.
"*What do you know?*" exclaim my fellow diners
(Peeling their plovers' eggs or lifting glasses
Of mellowed *Château Rentier* from the table),
"*What do you know about the working classes?*"

I strive to hold my own; but I'm unable
To state the case succinctly. Indistinctly
I mumble about World-Emancipation,
Standards of Living, Nationalization
Of Industry; until they get me tangled
In superficial details; goad me on
To unconvincing vagueness. When we've wrangled
From soup to savory, my temper's gone.

"*Why should a miner earn six pounds a week?*"
"*Leisure! They'd only spend it in a bar!*"
"*Standard of life! You'll never teach them Greek!*"
"*Or make them more contented than they are!*"
That's how my port-flushed friends discuss the Strike.
And that's the reason why I shout and splutter
And that's the reason why I'd almost like
To see them hawking matches in the gutter.

HERE is a puzzling fancy that seems to balk interpretation but still charm by its felicity of phrase. We give it from the London *Spectator* to those whose classical learning finds a welcome for it:

LE NOTRE; OR, NEPTUNE IN CHAINS

BY OSBERT SITWELL

Enslaved are the old gods;
Pan pipes soundlessly
For the unheeding bees.

Bound by the trailing tresses of the vine
To soft captivity,
Neptune has left his waves
To stand beneath the frozen, green cascades
Of summer trees.

. . . .

Is the Sea-God, then, content to rule
The rippling of wayward flowers,
Lulled by the song that many birds pour out
From their green cradles, gently rocked—
Songs that foam like hissing rain
Among the heavy blossoms?
Can he control
The music of the wind through poplar-trees,
Those trees, an instrument
That any wind, however young
Or drunk with drowsing scent
Of petals, crusht by the flaming fingers of the sun,
Can play upon?

. . . .

But darkness, the deliverer,
Comes with dreams.
Night's grape-stained waves
Cool his aching body;
The song of the nightingale
Falls round him
Like the froth of little waves;
The warm touch of the evening wind
Thaws the green cascades
Till you can hear
Every liquid sound within the world—
Fountains, falling waterfalls,
The low murmur of the rolling sea—
. . . And Neptune dreams that he is free. . . .

NEW poetry magazines constantly drift in to our desk, the latest, *Tempo*, coming from Danvers, Mass. The virtue of this is that all the contributors are accounted for in one phrase or another on the first inside cover. Running down the list we read that "Margie-Lee Runbeck is a Southerner. She is visiting in Boston for a while," and one hastens to note the effect:

EVANESCENCE

BY MARGIE-LEE RUNBECK

A white flame of moonlight
Struck a mauve poppy
And kindled it to silver
In my garden.
But suddenly
It blurred to ashes
Under a cloud,
Reminding me of you.

THE London *Mercury* always means good verse, and its brisk yellow cover is their symbol. The May number has some lines on a seasonal theme, and they lead us on beyond the mere ephemera of—

THE CIRCUS

BY E. W. JACOT

Around the circus of my mind
The glittering thought-ponies go.
The great Ring-master cracks his whip
And puts them through their show.

A slim, high-flying acrobat,
Fancy, high above all these,
Underneath the tent's wide dome
Somersaults on his trapeze.

Love, the tight-rope walker, next
Flourishes her parasol,
But I scarce dare look at her
Lest she fall.

I wonder if Clown Laughter is
Nothing more than pantaloon,
Or is he God-sent to make mirth,
A divine buffoon?

But suddenly the loud brass band
Will cease; the lights will disappear,
And there will then be nothing but
The empty benches tier on tier.

FROM India comes a tribute to the negro race of this country accompanying the quotation in the Bombay *Indian Social Reformer* of a poem by the widow of Paul Laurence Dunbar. "A collection of the best negro poetry of recent years," says this paper, "would stand favorable comparison with that of any other race."

VIOLETS

BY ALICE DUNBAR NELSON

I had not thought of violets of late,
The wild, shy kind that spring beneath your feet
In wistful April days, when lovers mate
And wander through the fields in raptures sweet.
The thoughts of violets meant florists' shops,
And bows and pins, and perfumed papers fine;
And garish lights, and mincing little flops,
And cabarets and songs, and deadening wine.
So far from sweet real things my thoughts had strayed,
I had forgot wide fields, and clear brown streams
The perfect loveliness that God has made—
Wild violets shy and heaven-mounting dreams.
And now—unwittingly, you've made me dream
Of violets, and my soul's forgotten gleam.

I Will Pay $10,000 For The Best Thoughts on One of My Problems

Thos A Edison

IN 1851, Ralph Waldo Emerson said: "Could I only have music on my own terms, whenever I wished the ablution and inundation of musical waves, that are a bath and a medicine."

Emerson spoke the thoughts of millions, and voiced the need of all humanity.

It is obvious that the phonographic reproduction of music affords the only means of providing music of practically every variety, wherever and whenever it is desired; without this means, even those, who live in the great centers of music, can hear it only at conventional hours—and, then, not always the kind of music they most need and desire.

To make the phonographic reproduction of music serve the need expressed by Emerson, it is necessary that the reproduction shall preserve—undiminished and undistorted—the true beauties of the original music. The greatest shortcoming of the phonograph has been its lack of realism. It is this shortcoming which I have sought to remove. The result is a degree of realism in our new phonograph, which is baffling to even the most expert ears, when direct comparison is made between living singers or instrumentalists and the reproduction or Re-Creation of their work by our new instrument.

Details of Mr. Edison's

$10,000.00

Prize Offer

can be obtained from the Edison dealer in your locality. If you do not know him, watch for his advertisement in your local newspaper. It costs you nothing to compete for these prizes.

If you are not already familiar with the New Edison, the Edison dealer will afford you every opportunity to become familiar with it, and will supply you with all necessary literature.

All ideas must be submitted upon blanks, which the Edison dealer will provide, and must be mailed prior to September 2nd, 1921.

You do not have to be a trained writer in order to win one of the prizes. Ideas are what count.

Were Emerson alive today, I feel that our new phonograph would be accepted by him as a satisfactory answer to the need, which he expressed. At any rate, the psychological research work, which we have been conducting for nearly two years, indicates that the well known and almost incalculable benefits of music can be derived, in full measure, from the proper use of this new instrument.

Psychologists, physicians, and other scientists appreciate that our object is to provide music of the best sort, under conditions that will insure the largest benefits. The new phonograph, which we have developed, is merely the instrumentality by which I am endeavoring to place truly fine music at the command of every household.

A great many people have said that they regard this new instrument as the best phonograph in existence. While such statements are naturally gratifying to me, I find that the importance of our work in the field of music is somewhat obscured by the fact that so many people continue to think of this new instrument merely as a phonograph. They may think of it as the best phonograph—but it still is only a phonograph to them.

I want a phrase, which will emphasize that our new instrument is not a mere machine, but that it is an instrumentality, by which the true beauties and the full benefits of music can be brought into every home.

The phrase should not contain more than four or five words. I want a dignified expression, which will clearly distinguish this instrument from all other sound reproducing devices.

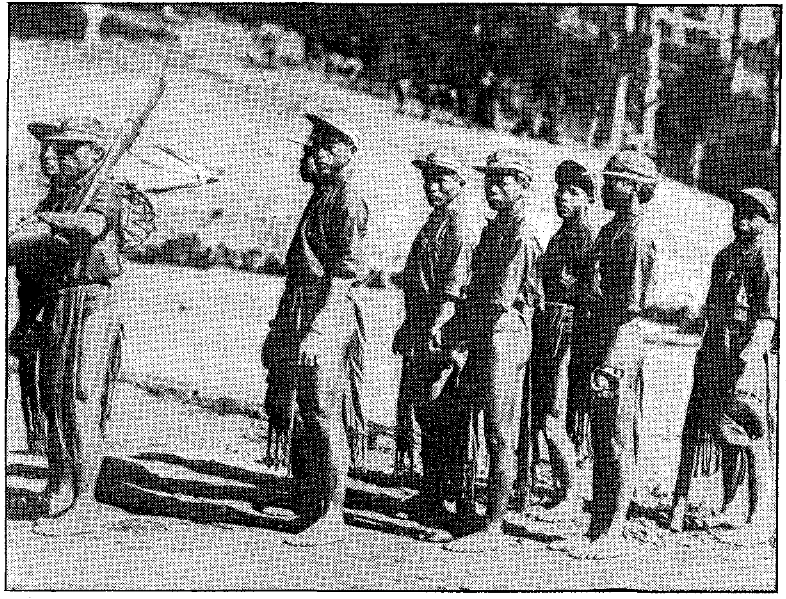
I have authorized that $10,000.00 in prizes be paid for the best ideas submitted.

(Signed) Thomas A. Edison

PERSONAL - GLIMPSES

"OUR OWN LITTLE IRELAND" IN THE PHILIPPINES

AMERICANS ARE ACCUSTOMED TO THINK that their "little colonial job in the Far East" is finished, whereas "the conspicuous fact is that, to the contrary, we are just beginning it." So writes Nathaniel Peffer, a correspondent who arrived in Manila some time before General Wood and his investigating commission. General Wood's recent arrival was "probably the most important arrival in the Philippines since Dewey steamed into Manila Bay that May morning in 1898," Mr. Peffer goes on, in his report to the New York *Tribune*, for "the whole American policy in the Philippines" is said to be in a highly explosive condition, and a great deal "is likely to depend on General Wood's conclusions and recommendations." The battle that will rage about the General's investigations and conclusions, Mr. Peffer declares, will be "sharp, even if bloodless." There are no neutrals, we are told, "there are precious few even of moderates," among the Americans and the educated Filipinos. The Filipinos, just now, have rather the best of the argument, and the Americans are hoping that General Wood will put them "in their proper places." Whatever happens, "there is certain to be an increasing fund of ill-feeling within the next few years," predicts Mr. Peffer, and thus sets forth the difficulty:



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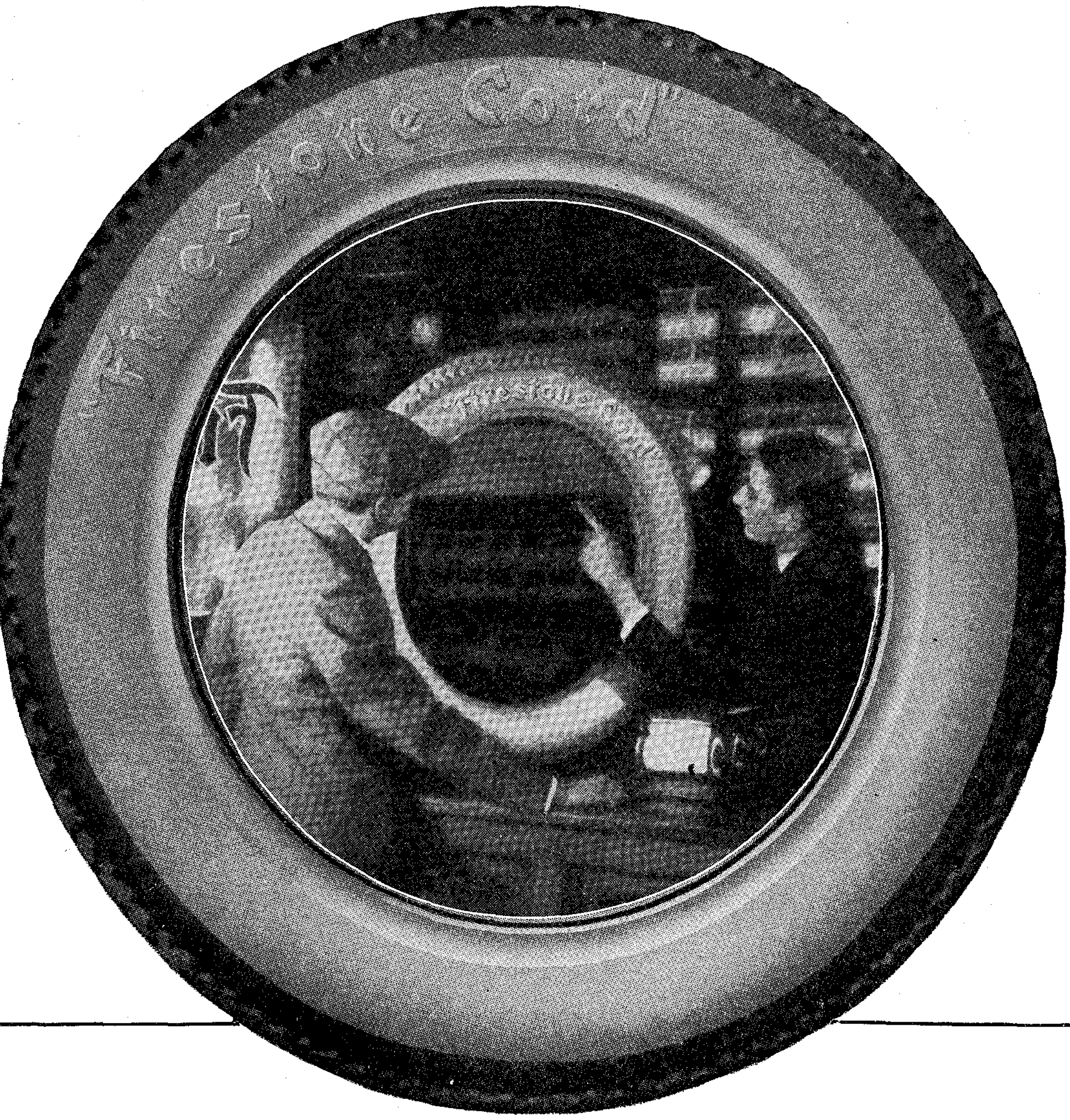
AMERICANIZATION UNDER DIFFICULTIES.

These Filipino boys, from a tribe that was in a completely savage state only a few years ago, have taken up baseball, but decline "pants."

> The issue is whether the present status of virtual autonomy shall be changed. Also, another question has emerged that cuts clear across the issue. In the southern end of Luzon, the main island of the archipelago, parties of Standard Oil men are working now. Thus far the signs are more than promising. There are good prospects for a heavy strike in oil. Should they materialize—the present world race for oil being such as it is—the practical probability of our withdrawal from the islands may be dismissed summarily.
>
> General Wood comes out at a critical moment. Whatever conclusions one may draw as to the causes, it is admitted on the facts that conditions in the islands are at a critical pass. By reason both of the seriousness of the international situation in the Far East and of the domestic situation in the islands, America can not evade the necessity of reaching a definite policy in the Philippines and adhering to it.
>
> When Francis Burton Harrison came out to the Philippines as President Wilson's appointee as Governor-General in 1913, he brought with him apparently a mandate. It was to take the reins of government out of American hands at the earliest possible moment. He did so completely and forthwith.
>
> The administration of the Philippines has been thoroughly Filipinized. American executives almost without exception have been removed. The heads of all administrative departments, even of technical bureaus, are Filipinos. The Board of Education, the public works bureaus, and the public hospital administration are in the hands of Filipinos. A popularly elected Filipino legislature sits, with complete legislative powers, except for the right to veto inhering in the Governor-General and in Washington. In the case of Governor Harrison, this right was waived. Practically speaking, there is complete autonomy. In the last few years American sovereignty has meant little more to the Filipino than the Governor-General and the American flag. *For him independence is a matter of sentiment.* The transition, it must be emphasized, has been made suddenly.
>
> A test has been made, then, under the fairest circumstances. The result is a matter of fierce dispute. The Americans are practically unanimous in branding it a failure and the Filipinos nearly unanimous in denial. To both the personality of Governor-General Harrison is taken as a symbol of the issue. This was dramatically illustrated in the manner of his going from the islands a few days ago, after eight years as American executive. He was fêted as a national hero, for he is that to the Filipinos—and correspondingly snubbed by the Americans.

At the farewell banquest given for the retiring Governor, "attended by the pomp, power, and flower of the island, not five Americans were present." A farewell parade was held in his honor, says the writer, in which thousands marched — government officials, school children, public bodies, and private associations. The Americans remained indoors almost to a man. "What has happened in American eyes?" asks Mr. Peffer, and replies:

> The islands, according to them, have gone to the dogs. There is complete collapse of government, a political dictatorship holds iron rule, there is scandalous corruption, there is shocking inefficiency, there is political favoritism, nepotism, factional politics in everything. The treasury and the government bank have been looted and big private fortunes made by the "politicos" and their friends. Pay-rolls have been padded. The public roads are jagged with holes. Mails and telegrams are delayed and often lost. One can not get a building permit or have a shipment of cargo put through the customs without a bribe.
>
> In one who comes here in a spirit of impartiality there is an instinctive reaction toward skepticism. These indictments are made with too near a unanimity and in too stereotyped a form. They betray animus and make for suspicion of motives. I for one do not believe the American community of Manila to be impartial, or even disposed to fairness, in its judgment of Filipino aspirations or accomplishments. It has about it the air of the ruling race, whose divine right of rulership is being challenged by its subjects.
>
> For myself the few days I have had in Manila do not make me competent to judge. From the admissions of some of the more dispassionate Filipinos, however, and from evidence patent to the eye and unchallengeable, I believe it to be indisputable that there have been grave deficiencies in Filipino self-rule, and that the balance leans more to the side of failure than success. Much corruption and more inefficiency there are admittedly. Politics of the meanest factional sort there is also. Most important, there is the financial collapse. That is public and can not be disputed.
>
> It will be facts of this kinds that are laid before General Wood and his commission. On the basis of those facts the Americans here, almost to a man, will ask him to recommend a reassump-



The Name That Is a Signature

LONG before, automotive transportation had earned its present place, the first Firestone tire was built with faith in the future of the industry and the place rubber tires were destined to have in it.

The tire was built by the man who is still the active head of the organization and whose name was given—not only to the institution but to the tire.

The name Firestone on a tire is a pledge of personal responsibility for present values and a guaranty that Firestone quality will continue to function at its best.

This pledge of most miles per dollar is progressive. Your money buys much more mileage from Firestone now than it did ten years ago.

As a standard of comparison in tire values, most miles per dollar will always be a "live issue" because it means that your money, at any time spent for Firestones, will buy the known limit of safe, comfortable riding.

Most Miles per Dollar

Firestone

> tion of power by Americans. They will ask that Americans be reinstated as heads of administrative departments, especially technical and expert branches.
>
> In other words, they will urge the withdrawal of full autonomy. The test of the last few years has proved, they will argue, that the Filipinos are not yet capable of complete self-government, and that the present bad conditions will drift to worse unless there is retrenchment. With American executives and Filipino under-officers, an efficient administration will be maintained and at the same time Filipinos trained in self-government. Meanwhile time will be given for the generation educated in our schools to come to maturity and for a public opinion to develop as a check on politicians.
>
> To recommend this is easier than to execute it. The cost of such a policy should not be minimized. It will produce a vast amount of ill-feeling in the islands. To withhold rights or privileges is one thing; to grant them and then withdraw them is another. Having once tasted power, the Filipinos will resent having to relinquish it far more than they would have resented never having had it.
>
> Enactment by Congress of the Jones Bill, President Wilson's policy, and his direct promises have led the Filipinos to expect immediate independence. Whether those commitments were wise or well timed it is useless to argue now. The effects exist none the less. Expectation has bred active desire and impatience. It has also provided, incidentally, a convenient issue for exploitation by demagogue politicians. But however artificially created, a closely knit and aggressive pro-independence party does exist, and behind that a wide-spread independent sentiment. And in those that share this there will be a keen sense of disappointment and deception, for by the Wilson Administration the United States does stand committed.
>
> Into this there enter some imponderable but nevertheless important factors. One is pride. The other is race feeling. It can not be said that the Americans in the Philippines have been or are tactful in their manner of dealing with the question of independence or the Filipino people generally.

Politically, American occupation may have set a "standard of colonial administration far beyond that of any other power in this hemisphere." Mr. Peffer goes on:

> We have not exploited for our profit at the native peoples' expense. And of us only this can be said in Asia. Socially, however, we have imitated the worst in other ruling white races. We have set up a pale for the Filipino.
>
> No Filipino can belong to a Manila club. He may hold Oxford or Harvard degrees and the highest of Anglo-Saxon and Spanish cultures may have gone into his making, but the brown of his skin casts no shadow on the pure white of the Elks Club, social arbiter of Manila's élite. The clerk in a shop on the Escolta—which is, by the way, the very apotheosis of Main Street—who has but freshly got his discharge from army ranks soon enough develops an austere eclecticism in his social relationships.
>
> The white man who marries a Filipina is ostracized. She may have been educated in Boston and Paris, and in her veins may be mingled the blood of a Spanish aristocrat of pre-Columbus lineage, but she is ostracized by the wives of one-time hardware men of the Kansas and Ohio county-seat families. And so through all social relationships. The color line is, if not rigid, at least stiff.
>
> Bitterly as Governor Harrison has been denounced here on all other counts, the fiercest denunciation I have heard of him is over his parting message to the Filipinos at his farewell banquet: "I want you to remember that in all but face and race I am a Filipino." They fume at him for that betrayal of the white race—and at me also because I have said that the gravamen of that indictment I do not recognize as elemental or satanic.
>
> These things cannot be considered apart from the question of independence, even if they have, strictly speaking, no political bearing. They enter into the Filipino's mental attitude. They do not make for a harmonious atmosphere or for greater contentment in living under an alien people's rule, even if that rule be more efficient and economically advantageous. They increase the Filipino's impatience to be free of that rulership, since its sway irks most where he is most sensitive.

"It is easy to lose one's perspective in the Far East, and to forget some salient facts in American political history," continues Mr. Peffer. He finds "something amusing in the top-lofty attitude of the Americans," who have gone out to the Philippines to make money and incidentally to serve as models for Philippine behavior. He writes:

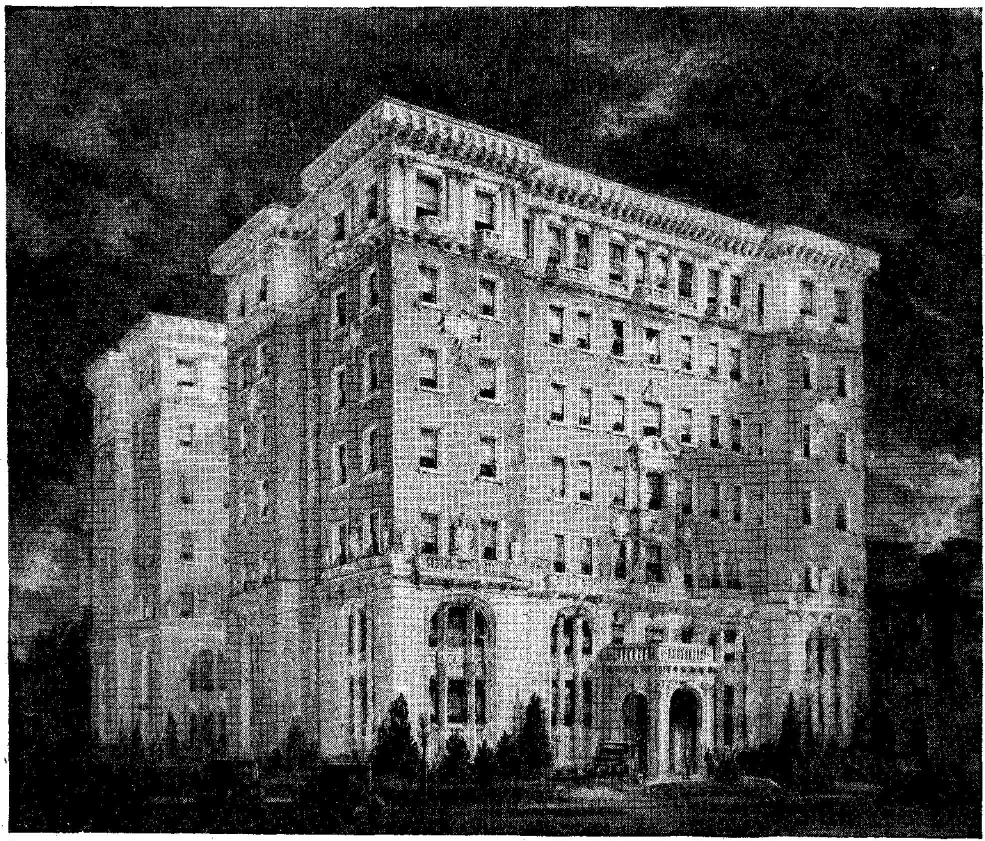
> These people who hold up so sanctimoniously to Filipinos absolute standards of political morality and governmental efficiency and flame with righteous indignation when Filipino accomplishment falls below that standard—many of them come from big American cities. They forget some of the harsh realities of American municipal government. They forget also that America has had autonomy for 145 years and that it has had to learn much through ugly experience and has much yet to learn.

On the other hand he admits, in agreement with most of the rest of the world, that "independence is hardly a practical question now." Waiving all considerations of the Filipino's fitness—

> There is the international situation to be considered. That is, in a word, Japan. . . . By this it is not meant to prophesy any armed invasion of the Philippines. There would be no open challenge. The Japanese imperialists do not work that way. The fact is more of economic and political penetration, which comes to the same thing.
>
> The present financial situation in the islands can serve as an excellent illustration of the possibilities. The financial system of the islands is in disorder. The paper currency is in effect unredeemable. There is no gold reserve with which to redeem it. Were not the United States behind the insular government, there would be no recourse other than loans, foreign loans. And Japan is the loan broker of the East, its imperialists and financiers ever ready to make loans anywhere, taking their interest in political rights. That process has been watched in operation by anybody who has followed the history of China in the last five years.
>
> That there would be complete political stability in the Philippines in the first few years under its own rule is not to be expected. Were there instability, then, and perhaps a small outburst of revolution, with Japan holding a vested interest through loans, what would follow is the orthodox course of imperialism everywhere—intervention or threatened intervention—and complications with the United States.
>
> The Filipinos realize this aspect of the question well enough and suggest independence with an American guaranty of integrity. Under the present circumstances, however, that would only mean that we not only doubled the risk but pledged ourselves to face it. The situation would be unaltered.
>
> There remains the immediate necessity of framing an alternate policy. That must depend primarily on whether General Wood's investigation corroborates the charges of corruption, inefficiency, and general misgovernment made against the Filipinos by resident Americans. If it does not, then there is no reason for modifying the existing status of autonomy. If it does, then, were not the psychological factors to be reckoned with, the simplest and most effective solution would be to get the reins back into American hands, to reinstall American executives. But the psychological factors are to be reckoned with heavily, and there is something of a dilemma.
>
> The dilemma will have to be evaded and some compromise worked out that will not arouse resentment and a feeling of betrayal in the Filipinos, and that will at the same time provide enough supervisory machinery to assure a fair degree of efficiency. That it will be a long time before there is real efficiency and really good government is to be expected, just as it is not surprising that bad mistakes have been made in the last few years.

It is too early to raise the cry that our experiment in "imperialism" has been a failure, concludes the writer:

> We got these islands by conquest and purchase, and in thus embarking on imperialism gave our pledge to the Filipinos and to the world that it was an attempt at a new kind of imperialism. We repressed exploitation of the natives and established more schools than garrisons. We made it our aim so to govern the territory and treat its people that we could in time leave it to them wholly.
>
> It is still too early to abandon the attempt as a failure. The Filipinos have made tremendous strides in two decades. There is not enough evidence on which to conclude that they have reached their limit and that, given time in which the generation educated in our schools can grow to maturity and public opinion develop, they will not attain as great a capacity for self-government as some of the lesser peoples of Europe. In the meantime both tolerance and patience are necessary from Americans. They must not forget how slow and tortuous have been their own steps in political progress.
>
> On the other hand, it is equally foolish out of fidelity to easy idealistic phrases to hasten the process and thus doom the result to failure. That is the charge that can be made against the Wilson Administration's policy. The present unpleasant situation is the price of that error.
>
> All this is not altruism. It is plain self-interest. For we have



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CONNECTICUT AVENUE APARTMENTS
WASHINGTON, D. C.

Light ivory matt glazed Terra Cotta

Hunter & Bell, Architects

The EXTERIOR *Expresses the* PURPOSE

WASHINGTON inspires pride in the heart of every American. With its public buildings, parks, wide avenues and residences, it is surely one of the great capital cities of the world.

Call up in mind the avenues lined with mansions. On them you would expect an apartment building also to be a mansion—a multiple mansion, if you please.

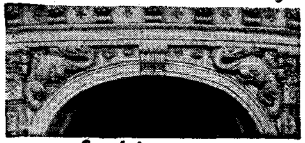
Viewed from any approach, the Connecticut Avenue Apartments give this impression. And this is one test of the architect's skill—to make an exterior express what befits the occupants and the neighborhood. In this case, desiring to combine many luxurious apartment homes and produce a unit mansion effect, he had a valuable aid in that versatile material—Terra Cotta.

Terra Cotta's capacity for form—its plasticity before burning—is seen in the lowest and topmost stories and in all the trim and ornament of this building. It is evidenced in the delicately modeled spandrels and mullions; in the inviting entrance way; in the graceful balustrades; in the cartouches and window trim; and in the ornate cornice. The ivory tone that contrasts so pleasingly with the brick suggests Terra Cotta's color possibilities. For Terra Cotta's range of colors is practically without limit. The soft matt glaze provides unvarying beauty of texture. In fact, Terra Cotta combines beauty of form, color and texture in the fullest abundance of any facing material.

NATIONAL TERRA COTTA SOCIETY, a bureau of service and information, numbers among its publications "Terra Cotta Defined," which tells by text and photographs not only what Terra Cotta is but what it means to any owner or tenant. No matter in what class of buildings you are interested, write us, and we will send you a brochure or other information illustrating Terra Cotta's value and achievements in that field. Address National Terra Cotta Society, 1 Madison Avenue, New York, N. Y.

To become familiar with Architecture, follow this Series of Details. No. 10 will appear in The Literary Digest of July 2, 1921.

HOW TO RECOGNIZE ARCHITECTURAL DETAILS
TERRA COTTA SERIES No. 9

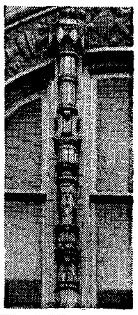


Spandrel over entrance
Connecticut Avenue Apartments

Spandrel

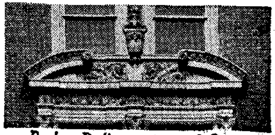
The wall area formed by a segment of an arch and the tangent sides of a rectangle is termed spandrel, as is also the wall area between two adjacent arches. In the spandrel of this doorway are represented two salamanders, the emblem of Francis First, a detail frequently seen in stylistic renderings of the Francis First period of French architecture.

Mullion
(Francis 1st Style)



Mullion at 2nd Story, Connecticut Avenue Apartments

A typical French Renaissance treatment of the mullion, which is the member subdividing a window into separate lights, is seen in this detail. The Francis First style is profuse in its complex, intricate and fine-scale ornamentation.



Broken Pediment over 4th Story windows, Connecticut Avenue Apartments

Broken Pediment
(Curved)

When the line of a pediment, whether pointed or curved, is broken in the center, the term "broken pediment" is used. The break in such pediments was usually made to accommodate a finial ornament of some kind, like the finial urn in this example.

(All the material described is Terra Cotta)

TERRA COTTA

Permanent *Beautiful* *Profitable*

> here an extremely delicate problem to solve. Unless we meet it both intelligently and in the right spirit we shall have on our hands the worst burden a nation can hold—a disgruntled and hostile subject race.

General Wood's tour through the islands is bringing out differing opinions on independence, even among the Filipinos themselves, reports an Associated Press correspondent at Ilagan, in Isabella Province. Some of the Filipino leaders exprest contentment with American rule, while others asked for independence. The correspondent reported:

> The people of Isabella Province are satisfied with American rule and are not worrying about independence, Governor Pascual Paguirigan, of Isabella, told Major-General Leonard Wood, member of President Harding's mission to the Philippines to investigate conditions in the islands.
>
> The Governor said that the people are prosperous and content, and satisfied to continue under American rule until the United States Government is ready to grant independence.
>
> Everywhere along the route the American flag was prominently displayed. One of the streamers of greeting read:
>
> "Welcome Wood-Forbes; give us independence."
>
> Stopping at several towns and villages yesterday, General Wood questioned natives concerning independence ideas and upon local conditions. He asserted that he found contentment generally.
>
> Many officials asked for independence, but with an American protectorate.

STARVING "MOUTHS" IN THE SOUTH OF CHINA

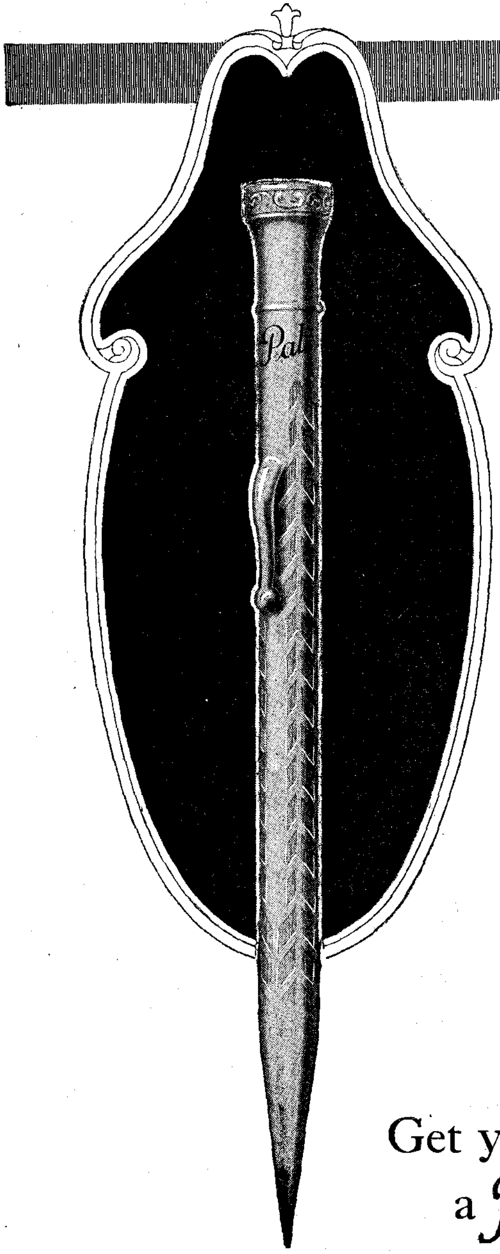
IN CHINA PEOPLE ARE REFERRED TO as so many "mouths," not as "souls," and a recent traveler through the famine districts finds a poignant significance in the idiom, for much of southern China is to-day a land of hungry mouths. Food from America, and from several of the nations of Europe, is all that stands between thousands of Chinese and absolute starvation. Some of the Chinese people, who might help, we are told, "sit placidly by, superstitiously believing that the spirits intended the drought and famine as a means of regulating the overwhelming population of the land." On the other hand, a correspondent of *The Outlook* (New York) reports "individual Chinese governors and county officials are doing fine and efficient relief work," and the women students of Peking University are "running a refuge for girls who have been sold or were in danger of being sold, but were rescued." Mrs. C. L. Ogilvie, an Englishwoman who made an eight-day trip on the Peking-Hankow line as far as Shantefu and its neighboring villages, reports that she "saw the famine at work" and realized "something of the feeling of desperation that is driving the people from their villages by the hundreds and thousands northward toward the hope of food." A number of pitiful incidents are recorded among "those wretched multitudes who are compelled to die, and see their loved ones die of slow starvation." There is one phase of the situation, however, that helps to lighten the picture a little, as Mrs. Ogilvie reports in *The North China Daily News:*

> All of the refugees mentioned above were given help, either grain, or food-tickets for a child or two, or a little money aid that in no case could do more than keep soul and body together. The Shantefu district covers nine counties, and besides a committee of Chinese the organizations working there are the International Relief Committee, the China Inland Mission, the Catholics, and the American Presbyterians. The population of the district is about one and a quarter million, and of these it is estimated that the starving number 225,000. Out of this number 100,000 are being fed by the combined efforts of all the organizations, or employed at a few coppers a day. Among the forms of relief are *chou-ch'angs*, garment-making, and embroidery for women, hair-net classes, schools and orphanages for the girls and children. Chinese gentry are running a *chou-ch'ang* which feeds 4,000 a day, each person getting three bowls of *chou*. They have also erected forty huts for refugees near the *chou-ch'ang*. Several hundred men are being employed at road-building, canal-digging, and diking the river. A workingman, however, needs much more food than one who is idle. The food of one workman will keep four people alive. So the aim of the International Committee is to feed as many as possible and keep them alive until the wheat harvest in June.
>
> In the Paotingfu area, with an estimated starving population of 800,000, between 150,000 and 200,000 are being fed by the eight Mission, and the number will be increased in two weeks to over 300,000. But with all the efforts being put forth, a large part of the suffering will still remain unrelieved, for lack of funds to buy grain.
>
> Now that the New Year is past, the people are becoming desperate. They stayed at home until after the New Year, but now they are leaving home in great numbers. Each northbound freight-train has for some weeks been carrying from 100 to 200 or more—whole families, clans, or even villages traveling together. One of the sad things in connection with this migration is the number of accidents that occur. Many of the poor creatures are run over by the trains as they try to board, and are either maimed or killed. In the Mission and railroad hospitals up and down the line they have had hundreds of such cases—hands, feet, or limbs cut off, or bodies otherwise injured. Driven by the terrible gnawing desire to find food, and most of them knowing nothing whatever of railroad trains and their ways, the wretched victims had tried to get on the trains while in motion and going swiftly across country.

The hunger situation, says the writer, has become so serious that it is dangerous for those who are trying to help:

> It is becoming increasingly difficult for any foreigner known to have anything to do with famine relief to get through the streets. Those in charge of *chou-ch'angs* are in danger of being mobbed. Loading grain on the freight-cars has its difficulties, likewise, as women will stab the grain-bags with a sharp instrument and then try to catch the escaping grain in various utensils. A foreign woman worker, while waiting on the platform at Wang-tu for her train, saw a sight that made her wish for "the wings of a bird," that she might escape and not have to see it. "It was the poor of Wang-tu, mostly women and children, fighting for the kernels, the single kernels, of *kao-liang* that fell from the cars and sacks as they were unloaded from the cars to men's backs and then to the carts. One woman, when unwatched, found a hole in a sack on a cart, and a man, discovering her, kicked her."
>
> As I rode for two hours and a half westward from the railroad toward Wanhsien, I saw all the fields showing long rows of young wheat sprouts. This wheat has grown from $17,000 worth of seed wheat given out last September to about 20,000 farmers all through this district. This will feed, if the crop is good, about 100,000 people. The seed was given as a loan, without interest, and is to be returned next year. The head men of a few villages refused to take the seed for their villages, and now they are in despair, for there is no prospect of a future harvest.
>
> The carter who drove my cart told me that five hundred "mouths" had gone two days before to Heilung-chiang. To see what he would say, I asked, "Why?"
>
> "To plant the ground. They had no food."
>
> "Are you going?"
>
> "I'm not going. I have this *sheng-k'ou* (animal)," indicating the mule.
>
> "Have you food for it?"
>
> "You will give me two tiao (96 coppers)," he replied. "It (the mule) will eat one tiao. We will eat one tiao."
>
> "How many are there in your family?"
>
> "We are twelve mouths."
>
> He is one of the few men of the working class who will be able (if he makes a trip a day) to feed his family by his own independent labor through the next months. But four coppers a day for each "mouth" is none too much.
>
> In Yaocheng I visited a number of poor homes, and found that the principal article of food was locust-tree seeds. There were large bowls full of these seeds soaking in water; they resemble, when soaked, opened gooseberries with a small black kernel inside. Unless the people are receiving grain or other relief, these seeds, with chaff, bran, bark of trees, or leaves, are all they have on which to keep alive the spark of life. Sometimes they can get a few dried cabbage leaves, which have more taste but scarcely more nourishment.
>
> I heard in Wanhsien of forty who had recently died there, twenty in another village, sixteen in another. Some had been frozen to death. One foreign man, just returning from a country trip, told me he had passed two men lying by the roadside, one of whom had a bad hemorrhage, and the other, lying farther on, was unconscious. Instances are common of men turning dizzy and faint and falling as they walk. But if fed and cared for they are often found to be not past recovery.
>
> With nothing left which they can sell or pawn, and no one from whom to beg or borrow, hope and strength almost gone,

Pal
–the pencil



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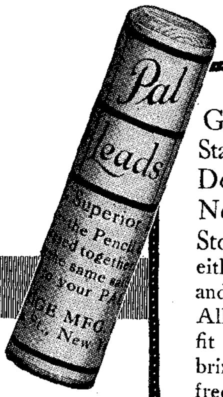

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many of these poor creatures are being driven to selling or abandoning their families, fleeing to some unknown region or taking their own lives.

"WHAT THE WORLD-WAR DID TO ME"

SOME LEARNED HOW TO EAT HORSE-MEAT with relish during the war; a Rhode Island woman learned that cake-making stood her in better stead than ability to quote from the classics. Some learned not to falter at the sight of blood and suffering, while some confess that it was the fear of ridicule which prevented them from running away when the hour struck to go over the top. There were some who first learned how to live during the war, and many who learned to be unafraid to die. Some lost God and their faith in humanity, and there were others to whom during the war God first became a reality and every man a brother. Some came back spiritually exalted; others suffering with a horrible nervousness.

"What did the world-war do to you?" *The Outlook* (New York) recently asked its readers, and offered prizes for the best three answers. The replies came from forty-seven States and from all kinds of people. Hundreds told of the depression and tension of the war. Some told of the morbidity with which they had been seized; many, of the physical and nervous exhaustion which followed the armistice. One who wrote was a rear-admiral of the United States Navy; another was a justice of the Supreme Court of Kansas. There were bank presidents and manufacturers, army officers and service men, editors and laborers, who came to *The Outlook's* confessional. College presidents, professors, students, and country school-teachers told of the changes that had come into their own lives as a result of the great conflict. A portrait-painter told what the war had done to her; a Greenwich Village art student left her palet for her pad; a letter came from the Friars' Club in New York and one from Zion City; writers dropt fiction for fact. A linotype operator set down hist houghts on a typesetting-machine. In the majority of the letters the religious note was sounded; into others a bitter note of criticism crept. Some confessed that the war drove them into the ministry; others, that the war drove them out of it. A few experienced no spiritual earthquakes and were "disappointingly unchanged." Says *The Outlook:*

> The war taught thrift, loyalty, patriotism, courage, thoughtfulness, and sympathy. It taught geography and love of books. It made "citizens of the world." One contestant was stricken with apoplexy; another's hair turned white; some were infected with tuberculosis. "It has made an American out of me," recurs repeatedly. Many learned for the first time in their lives to hate.
>
> "I can no longer pray"; "For me the war will never be over"; "It robbed me of much of my capacity for sympathy, kindness, and love"; "I am more nervous and my appetite for tobacco, liquor, and the ladies has increased," are various statements of nervous depression. "This is the midnight of my life," says one whose business has gone to smash. "Things I once held dear are now pitifully cheap," expresses the disillusionment of one writer. "Would my patriotism induce me to buy another Liberty bond? Never!" writes one who has lost faith in his country. "The war pulled me up by the roots; my health is shattered; I am an irritable pessimist. There are no holy wars—no government has a right to draft a man to fight," states another.
>
> Theologies were disrupted and rebuilt. A Presbyterian minister writes: "Men of knotted hearts are not attracted by easy things. Jesus has been thought of as 'dear' and 'precious' Jesus. And it has not appealed to men. Men did not follow a 'dear' Lincoln, a 'dear' Roosevelt, a 'dear' Foch, but men will follow a rugged, granite, and majestic Christ."
>
> "For the first time in my life I learned that the greatest test of character is what we do when we know we will not be found out," concludes another Presbyterian minister. Many told us with candor of their faith that divine intervention would keep their sons and husbands from falling in battle.
>
> "It made me lose my interest in religion; the war stopt me from going to all places of amusement. When I see people dancing, I feel like rebuking them. . . . It seems as tho all the feeling had been drained from everything else and had been embodied in me. I find I can not get over the war. I am morbid, grief-stricken, inconsolable," confesses one.

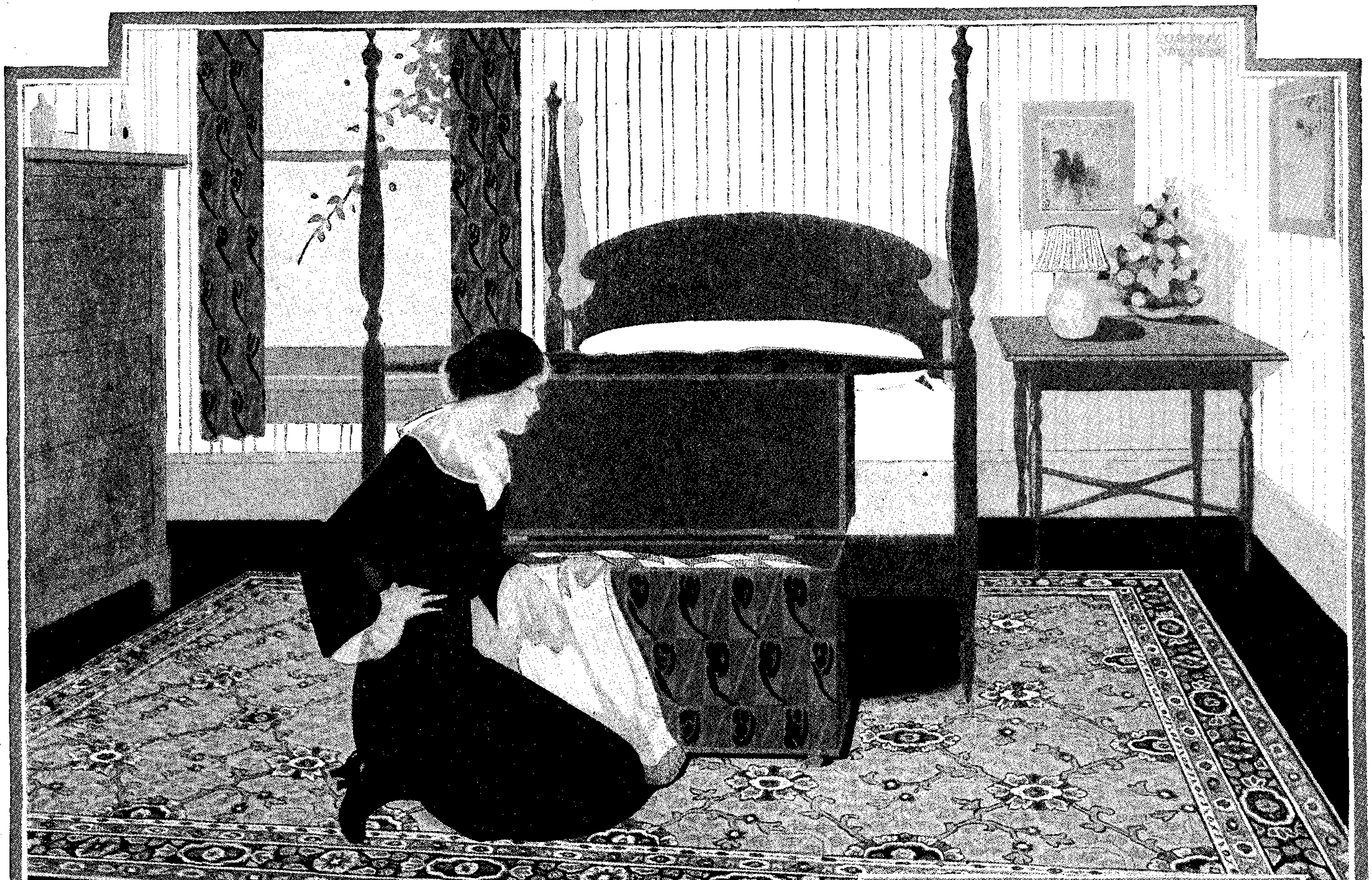
An anonymous New-Yorker, who claimed to be pastor of one of the largest metropolitan churches, wrote that the war destroyed his belief in God, his faith in Christ, in the Church, and in human nature, and bereft him of his belief in himself. Another pastor wrote from Cleveland that his theology was "disjointed." A Pennsylvania clergyman felt "proud sorrow" at the death of his son, killed in battle. One woman was comforted because her brother, wounded in the war, couldn't go out o' nights and thus get into entanglements. A man who before the war couldn't stand the sight of blood, nursed his bomb in fear and trembling lest he drop it at the wrong moment from his airplane and thus "spoil" his "kill." Quoting again:

> "Had I not been afraid of the scorn of my brother officers and the scoffs of my men, I would have fled to the rear," confesses a Wisconsin officer, writing of a battle.
>
> "I see war as a horrible, grasping octopus with hundreds of poisonous death-dealing tentacles that squeeze out the culture and refinement of a man," writes a veteran.
>
> A regimental sergeant-major: "I considered myself hard-boiled and acted the part toward everybody, including my wife. I scoffed at religion as unworthy of a real man and a mark of the sissy and weakling." Before going over the top for the first time he tried to pray, but had even forgotten the Lord's Prayer.
>
> "If I get out of this, I will never be unhappy again," reflected one of the contestants under shell-fire in the Argonne Forest. To-day he is "not afraid of dead men any more and is not in the least afraid to die."
>
> "I went into the army a conscientious objector, a radical, and a recluse. . . . I came out of it with the knowledge of men and the philosophy of beauty," says another.
>
> "My moral fiber has been coarsened. The war has blunted my sensitiveness to human suffering. In 1914 I wept tears of distress over a rabbit which I had shot. I could go out now at the command of my Government in cold-blooded fashion and commit all the barbarisms of twentieth-century legalized murder," writes a Chicago man.
>
> A Denver man entered the war, lost himself and God, and found manhood. "I played poker in the box-car which carried me to the front and read the Testament in the hospital-train which took me to the rear," he tells us.
>
> "To disclose it all would take the genius and the understanding of a god. I learned to talk from the side of my mouth and drink and curse with the rest of our 'noble crusaders.' Authority infuriated me and the first suspicion of an order made me sullen and dangerous. . . . Each man in his crudeness and lewdness nauseated me," writes a service man.
>
> "When our boy came back," complains a mother, "we could hardly recognize for our strong, impulsive, loving son whom we had loaned to Uncle Sam this irritable, restless, nervous man with defective hearing from shells exploding all about him, and limbs aching and twitching from strain and exposure, and with that inevitable companion of all returned oversea boys, the coffin-nail, between his teeth."
>
> "In the army I found that hard drinkers and fast livers and profane-tongued men often proved to be the kindest-hearted, squarest friends one could ever have," one woman reports.
>
> "'You lost an arm?' asked a woman of a soldier. 'No, I gave it,' he returned, proudly. If patriotism can breed such an answer from a man who has known the hell of blood and exploding shells, then war must have some soul-growing process," she concludes.
>
> Numerous letters came from women whose husbands or sons were killed in battle. One wife lost her soldier-husband to a French girl; a poignant companion letter describes the tragedy of a soldier who returned hime to find his wife devoted to another man and lost to him.

A total of nearly 1,000 letters were received in the two competitions conducted by *The Outlook*, an increase of nearly 150 letters in the second competition over the first, testifying to the growth of interest. Of the 544 letters received in the second competition, the editors comment: "One remarkable thing is the fact that they disclose that so many people are able to write with candor and vitality about themselves."

The first prize was awarded to Miss Lee Ramsdell of the Red Cross, who was in France in 1917–19, "first working with the French refugees, and then in an American hospital." She writes:

I went there a snob. I got over it. The uniform was



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On the kitchen floor is shown Gold-Seal Congoleum Art-Rug No. 400

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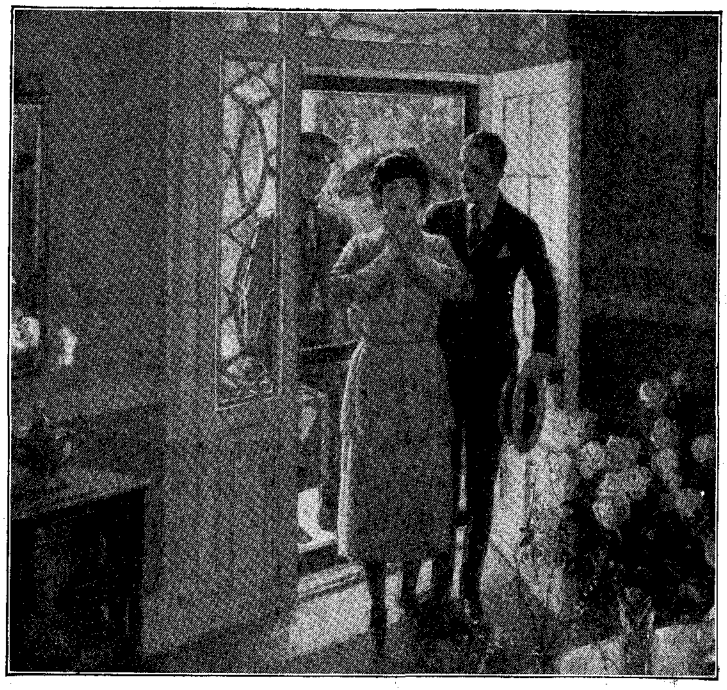

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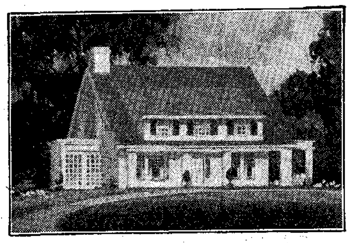

PERSONAL GLIMPSES
Continued

the great leveler. For once we humans looked into each other's eyes, not at each other's rags or Rolls-Royces. It was a liberal education. The fineness that existed in rough, uneducated men, the guts that developed in pampered pets, was unbelievable. Now that it's over, shall we be able to keep on seeing the man instead of the manicure?

Life, trouble, even death, seem less momentous than they did. The only real calamity is not to meet life gallantly. I remember the troop-trains of Americans hip-hurrahing past our hospital on their way to the front, and the ambulance-trains slipping quietly back with them, very silent. A terrible Juggernaut had rolled over those eager boys; but had it crushed them? Not they! They climbed on top and made it carry them along! One man suffered agonies for months in the hope of saving a shattered leg. His cot backed against rough boards that smelled of Dakin Solution, and gas gangrene, and fog from the muddy fields outside. But when he talked his room became a drawing-room, with sunshine pouring in, and apple blossoms. And when, months later in Paris, I met him on crutches, the leg gone, he joked about it until he fairly persuaded us that he was glad to have the thing off. And I can still see a young French convalescent, his right sleeve empty to the shoulder, swinging past us down the Champs, so erect and debonair that I almost envied him that badge of honor. Of such metal were our armies.

And, lastly, I came to realize that death was not the end. Oh, yes, I learned it as a child; but when my father died I only knew that he was gone, blown out like a candle. Where? Who knew? No one. Death was a solitary, terrifying thing. But in France it became a friend. Poor, tortured boys would feel a blessed surcease from pain and look up to find the Great Physician at their side, bringing merciful rest and the supreme healing. Death was a daily commonplace. Lads were here to-day and to-morrow gone, but their spirits were too young and alive and vivid to vanish with the body, even after we had seen the flag-draped coffins lowered into the ground at "Taps." They were so close and real that at times I felt that I had more friends in the unseen world than in this. It sounds silly, but it's true. . . . And so, when I came home and my own mother died, I did not lose her, as I had my father. She sits in the sunny east window with her mending, or we stroll together in the garden, and I cry: "Mother, see how lovely your roses are, but what ails those sweet peas? What would you do with them?" During her sickness her little world was bound by four walls, with perhaps a bit of blue sky or a bird song through the window, and the rest pain. But I was well and free to go where I pleased, to breathe the fresh air and see the moon rise, and speak with friends who came to inquire. I was in and out of her room all day, but often she did not know it. Now our positions are reversed. It is she who is well and free, who has found the ones she lost so many weary years ago, who sees beauties beyond my imagination. My life must seem as cramped and restless as her sick-room did to me. Yet she is in and out all the time—often when I don't know it, I dare say. She has never left me.

These are some of the things the war taught me, and the last is the greatest.

DR. BROWN WHO CURES THE TOWN

IS the town in which you live a pepful, robust sort of place, or is it pale and puny? Is it happy and optimistic, or is it subject to brainstorms and morbid moods? Unless it is in every way on its toes, and "hitting on all twelve," it is in need of a doctor, we are informed, to diagnose its case and prescribe a remedy. Even if it appears to be in good condition, says William Atherton Du Puy in *The Dearborn Independent*, "it is well to have it thumped over and x-rayed, for there may be ulcerated centers that are putting poison into its system." Mr. Du Puy says that he knows a proper town-doctor—

I mean that I know a man whose business it is to prescribe for the ills of towns and cities. He goes about feeling their pulses, making them stick out their tongues, leaving behind his little packages of municipal pills. His name is Colvin B. Brown. He will not profit by the advertising here given him, for he charges no fees. He is a part of a great organization, the Chamber of Commerce of the United States, and, like the company doctor, he works on salary.

Colvin Brown is a graduate of the school of experience and coincidence. Twenty years ago he became secretary of the Chamber of Commerce of Stockton, Cal. Stockton wanted to capture a large number of new settlers. The secretary called the business men of the town together and said to them:

"What, if anything, is the matter with Stockton?" The diagnosticians were not particularly skilled, but any group of hard-headed city fathers can point to a few obvious municipal needs. These men picked out two things: Stockton had no electric lights. Morman Slough overflowed its banks every once in a while and filled up all the cellars. If the young secretary wanted to show just how much of a municipal Muldoon he was he might work off these ills.

Brown examined into the electric-light situation. He found that a great transmission main ran right through the town, carrying electricity for the whole city of San Francisco. The people operating that line were selling electricity all along the line. They would be glad to supply Stockton. In fact, there was a contract for power covering the Stockton field. It was held by the same company that furnished gas to that community. The gas business was profitable, so the price of electricity was made so high as to be prohibitive. Thus gas maintained its monopoly.

Through the Chamber of Commerce, plans were made for the erection of a hundred-thousand-dollar electric-light plant to be owned by the municipality. An election was held and the bonds voted. The plant, however, was never built. The gas company put the price of electricity where it should have been, improved the service, and, with the club of the municipal bond issue hanging over it, became a model public-service corporation. This cure was effected at little expense.

Secretary Brown was studying Morman Slough in the meantime. He found that the muddiest sort of water came down it and that it was depositing such quantities of silt in the local deep-water channel, maintained by the Federal Government, that the California delegation at Washington had to dip into the pork barrel to the

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For the new home!

For the bride there's a wonderful choice of Manning-Bowman gifts — the electric grill which will cook a whole meal at the table, the electric toaster that turns the toast, coffee percolators for use on ranges as well as with electricity. And then there are many beautifully designed and practical casseroles, aluminum tea and coffee pots, urn sets and chafing dishes.

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To hold a cool drink of water for the hot nights at home, there are attractive carafes and jug sets, in nickel and colored enamels harmonizing with any room. These also make gratefully received gifts.

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No. 113 Pint, $4.00 No. 123 Quart, $5.75

No. 111 Pint $4.50 No. 121 Quart $6.25 Other designs $2.25 up

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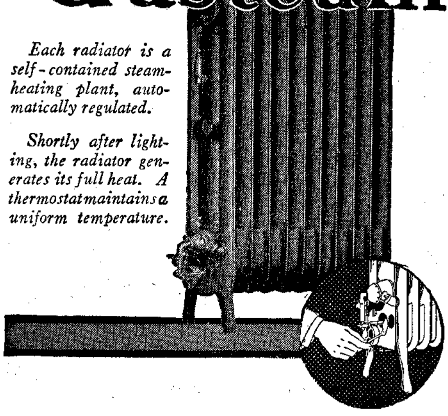

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It is, of course, much cleaner and more convenient. And the atmosphere has a humidity impossible to secure with any other means of heating.

Merchants find another source of profit—with GASTEAM for heating, the boiler and complicated piping is eliminated. The cellar is therefore made available for business purposes, and the wages of a caretaker are saved.

This is not heating weather. But it is not too early to think about next winter's heating. If gas is available to you, don't delay acquainting yourself with the story of GASTEAM.

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PERSONAL GLIMPSES
Continued

> extent of $75,000 a year for dredging. Would it not be cheaper to divert the stream than dredge perennially? Brown went to Washington and convinced the Federal engineers that he was right. A diversion canal with a very large levee on the Stockton side was the result, and the cellars have since been dry.
>
> This was Brown's first experience in town-doctoring. He spent five years in New York as the Eastern representative of the combined chambers of commerce of California. The four succeeding years were devoted to staging the Pan-Pacific Exposition at San Francisco. Then he accepted his present post with the Chamber of Commerce of the United States, where, at first, his work was largely experimental.
>
> There were no text-books on town-nursing and there was little written history. To be sure, there were more than 1,000 towns and cities in the United States with organized chambers of commerce. These had been as 1,000 individuals. There was no cooperation, no exchange of ideas. If one made an outstanding success in handling a certain problem, the others were not likely to get the lesson. There had been many individual successes but no method of making the accomplishment of one accessible to all.
>
> Colvin Brown was given the task of recording the successful experiments, the solved riddles. He was to study, absorb, digest the experiences of chambers of commerce. Their year-books, house organs, reports would be helpful. Secretaries were garrulous individuals who would talk of their accomplishments. Expense money would be provided for visiting around.
>
> Thus it was that he completed his training in town-doctoring. Thus it was that he became the greatest repository there is for chamber-of-commerce information. Thus he became equipped to hang out his shingle as municipal adviser at large.
>
> The greatest problem in chambers of commerce is that of support. Therefore, Mr. Brown is asked almost daily: "How can we increase our membership from dues without the necessity of membership drives?"
>
> This is the greatest of chamber-of-commerce problems. The answer is as vital to the existence of a chamber as is the need of becoming permanently self-supporting to an individual. It is the foundation upon which all else is built. With its solution comes time for constructive work.

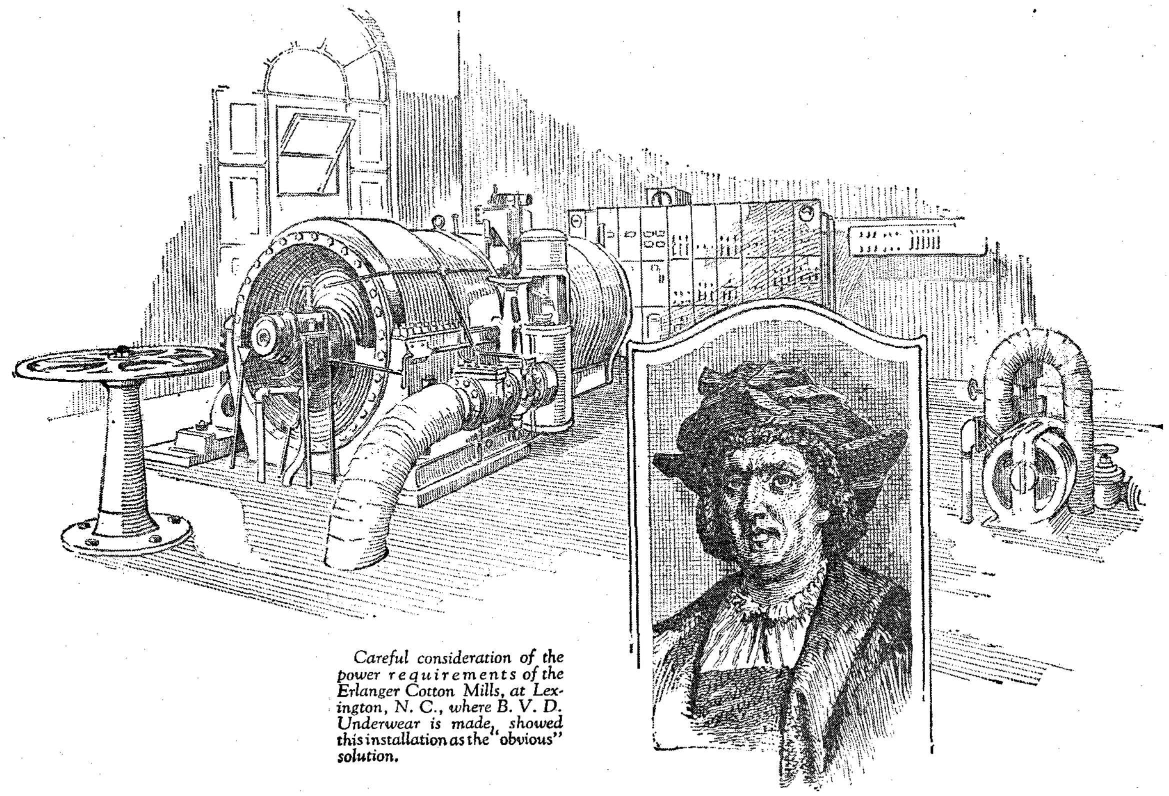
Mr. Brown, we are assured, has a prescription for this trouble which is a sure cure. Mr. Du Puy recommends both the doctor and the prescription in these glowing terms:

> It is not a mere stimulant as is the membership drive, creating a condition that can not be maintained. It guarantees steady, strong growth through the years. Here are the directions for taking:
>
> Institute the "continuous solicitation" plan. Under it appoint ten representative members of the chamber. Assign to each the definite task of bringing in ten new members. Pledge each to devote a minimum of two hours a month to this work until the end is accomplished. Furnish each with a list of prospects and allow him to solicit these men only.
>
> This plan works. Ottumwa, Iowa, rounded out the first year of its use with 711 members as against 624. Chicago Heights, Ill., grew from 48 members to 280 members in nine months. Springfield, Mass., varied the system by sending solicitors out in pairs and was successful. Seattle allowed its solicitors to work only between ten and twelve on Thursdays and got them together afterward for a luncheon at which progress was discust. Mobile, Ala., added 125 members to its chamber the first three months after inaugurating "continuous solicitation." St. Paul has given up its old methods of getting members. This new, proved, effective idea is being adopted all over the land.
>
> When a solicitor has brought in his ten members his name is put on the honor roll and posted. He will never be asked to solicit again. Another man takes his place.
>
> Another accomplishment of this doctor of sick towns has been to look the field over and find the community organizations that are most successful, to study their methods, to learn how they attained preeminence, and to make their findings available to all. There is Middletown, Ohio, for instance. The chamber in that community of 25,000 population represents all its elements. There are about 1,200 members of whom 341 are women, 250 are laborers, 120 are farmers. In the beginning one man, George M. Verity, who is president of a rolling-mill, got the correct idea of community organization. A chamber of commerce was not a merchant's organization, he held. The welfare of the whole community depended on the condition of its roads, the productiveness of its industries, the efficiency of its schools, the development of its parks. All classes of citizens should belong to its chamber of commerce.
>
> Mr. Brown visited Middletown. A dinner was given in his honor. It was shown that the chamber of commerce is here the center of the community life. Mr. Brown sat beside a daughter of Mr. Verity, the wealthy man of the town. She is a young woman in her early twenties, handsome, socially correct, a director in the chamber. Down the table an elderly, motherly woman waved at her in the manner of those who are intimates, and she responded in kind. This woman, Miss Verity explained, was the wife of a puddler who worked in her father's mills. Here was democracy.
>
> Mr. Brown urges that the commercial organization of any community should be known as the chamber of commerce. The chief reason is that chamber of commerce is the title used in most countries of the world.
>
> A chamber of commerce is a project organization. Its purpose is to accomplish definite ends that are to the benefit of the community. As soon as it is formed it should begin work on some of these projects.

Every community, says the writer, has its peculiar obstacles to production. In Adrian, Mich., for instance, one obstacle was the absence of an opportunity for farmers to market their produce. However:

> Adrian organized a community market and sold the stock among its citizens at $10 a share. All produce brought to town was bought at the market price. Trucks were provided to hurry it to the Detroit and Toledo markets. The community market showed a profit the first year. Every farmer is now assured of a market for his products. Production is, of course, increasing. More wealth is coming to Adrian.
>
> Washington, Pa., is one of a number of towns that have established community houses, especially for the use of farm people. Here that trying situation which the farmer's wife always has faced when she came to

THE FUNCTIONS OF THE ENGINEER



Careful consideration of the power requirements of the Erlanger Cotton Mills, at Lexington, N. C., where B. V. D. Underwear is made, showed this installation as the "obvious" solution.

VIII—Finding the "Obvious" Thing to do

When Columbus made the egg stand on end, he did what the others failed to do because they failed to see the "obvious" thing to do.

Since he believed the earth round, it was "obvious" to Columbus that he could reach the East by sailing West.

This "obvious" thing to do is often the most hidden and is reached only by a thorough analysis of conditions.

In production and distribution problems, the "obvious" solution is very often the most obscure and one for the Engineer to discover, because of his training in the analysis of situations and activities. As often as otherwise, the simplicity of his solution is as surprising as the savings he accomplishes by his recommendations.

A case in point is that of the Savannah Cotton Warehouse and Compress which was designed to handle and store baled cotton economically. No elaborate machinery was used. This method to accomplish the various steps was selected by the Engineer, after study, as obviously the most economical, and the results showed that cotton bales could be handled at from one-third to one-fifth of the cost in other cities.

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"PICKS TO THE MINUTE"—a short treatise on textile plants, their design and operation.

"FACTORIES FOR THE FUTURE"—an application of foresight to the design and layout of industrial plants.

"COMFORT UNDER ROOF"—a review of some facts on the economical construction and results of industrial homes.

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PERSONAL GLIMPSES
Continued

town with her children to do her buying, has been eliminated. She drives her car to the community house where there is a place specially provided for parking it. There is a room in which to check her things. There is a nursery in charge of a competent matron where the children may safely be left and where they can have a good time. The mother is free to do her buying and to have the packages delivered at the check-room. Coming to town has become a gala day. The result is that she will drive to Washington to do her shopping tho it is ten miles farther from her home than some other town. Other communities are seeing the wisdom of Washington.

A decade and a half ago the chief scramble of chambers of commerce was to get new industries. Industrial funds were raised, bonuses were offered, credits were established for those who would build factories. It has been shown, however, that it was the schemer, the speculator, the experimenter who was most liable to take advantage of these inducements. The new industries often failed and discredited the community. The idea was wrong. The creation of conditions that will make the industries of a community grow and prosper is the best sort of campaign for new industries.

Then there is that long series of community problems that might be styled civic. Probably the most basic of these is the necessity for city planning. Somebody ought to take thought of the future of every town. George Washington and a French engineer named Lenfant did this in the case of the nation's capital. The result was that the ground plan of Washington has become a model. Nobody planned in the case of New York, and the result is that it is laid out in a way that is just the reverse of what it should be. The great arteries of traffic in New York are, of course, the long way of the island. The streets running north and south are, however, but seven to the mile. The cross-town travel is light, but in that direction there are twenty streets to the mile. If the plan had been turned around and the metropolis had been given its twenty streets to the mile running north and south, the benefits to the present and future would have been beyond computation.

The housing difficulties during and after the war gave ample opportunity for experiments by municipalities. Bridgeport, Conn., appointed a housing committee which advised the formation of the Bridgeport Housing Company with a capital stock of $1,000,000 to be sold in the community; the building of workingmen's apartments, of two-flat houses in different parts of the city, of villas, of detached homes in various sections. Subscribers to stock were to be allowed an interest of 6 per cent. on their investments, but there were to be no other profits. The houses were rented or sold to workingmen. Nobody lost any money in it. The housing situation was relieved. Many ideal homes were created.

Alliance, Ohio, built and sold 467 homes under a similar plan. Norwich, Conn., built fifty homes for workingmen; Huntington, Ind., put up a hundred; Albany, N. Y., built as many as both. Madison, Wis.; Williamsport, Pa.; Sterling, Ill.; Connersville, Ind., and many other communities have followed suit. The plan works.

DARK DAYS AMONG THE COUNTERFEITERS

COUNTERFEITING is rapidly becoming a lost art. Most of the old-time professional counterfeiters have landed in Uncle Sam's bide-a-wee homes, says a recent investigator, where they have not the opportunity of turning paper into money, and natural difficulties are increased by the fact that the photo-mechanical process can not compete with the artistic engraving of the government experts. During the last two years all the counterfeiters whose work got into circulation in the United States have been received in one or another of the government's resorts, and this anticlimax to a career that in the beginning had promised so much to its followers may have acted as a deterrent on would-be disciples. In 1919, we are told by Oswald F. Schuette in *The Burroughs Clearing House* (New York), the records of the United States Secret Service show that all but one of the counterfeiters were arrested, convicted and sent to prison. The lone counterfeiter who remained uncaught at the end of the fiscal twelvemonth of that year landed in a hospitable United States penitentiary in the fiscal year 1920. At the same time Superintendent W. H. Moran, of the Secret Service, was able to boast in his report covering last year's activities that all the 1920 counterfeiters had been similarly stowed away beyond the reach of temptation. The official figures show that the 1919 total of new counterfeit issues was nine, while the 1920 record was nineteen. These figures account for only a small percentage of the 779 arrests made in 1920, and of the 510 made in 1919 by the Secret Service in connection with the counterfeiting, altering, or forging of Uncle Sam's money or bonds. The largest share of these arrests, says the writer, had to do with "raising" government money, and forging or "raising" government checks. More than 60 per cent. of the arrests were classified under this head. In 1920 the number of arrests broke all records since 1897, which might indicate that some regenerative influence had been at work in the two decades that followed the Spanish-American War. Now, according to the writer:

> Not only have "note raising" and "government check forging" supplanted much of the former counterfeiting activities, but even counterfeiting seems to have lost its ancient skill. Twenty years ago a counterfeiter labored months on the engraving of a steel plate from which he printed his output. Often he was an engraver whose skill excelled that of the experts whom Uncle Sam employed. Counterfeiting then was a criminal fine art. To-day counterfeiting is about as much a fine art as porch-climbing or bootlegging. The "old masters" are gone. The camera has taken the place of the engraver's tool, and a "photo-mechanical" process supplants the human skill of yesterday. Only the avalanche of war has made it possible for the present-day "photo-engraving" counterfeits to impose on the unwary. Even the epidemic of "note raising" has only succeeded for the same reason. Few of the specimens of "raised"

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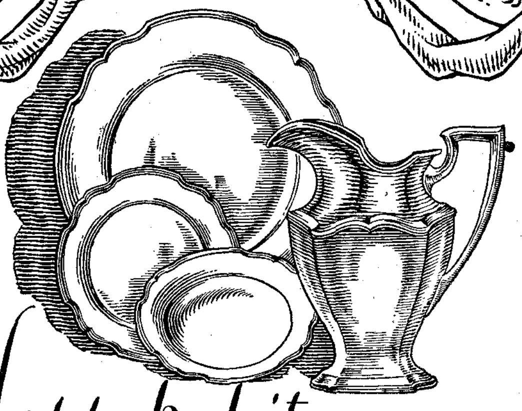

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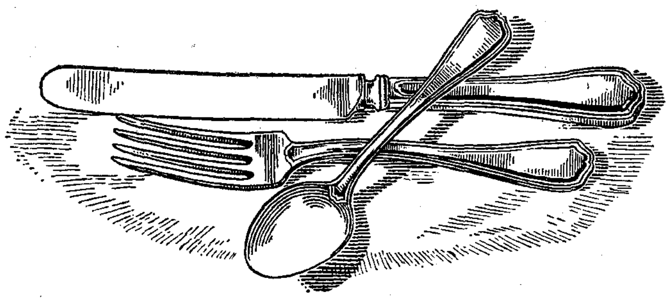

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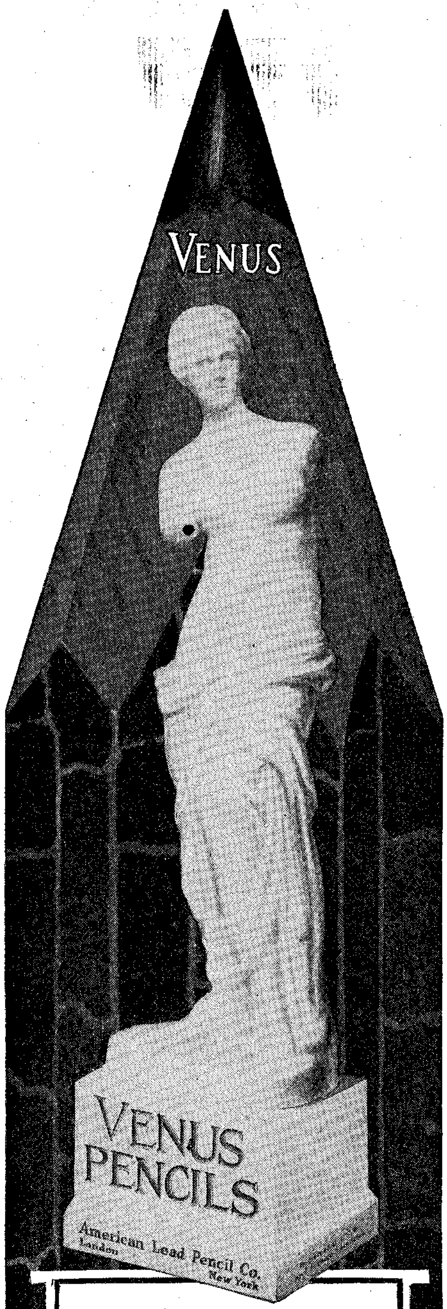

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PERSONAL GLIMPSES
Continued

notes, of $20 bills, for instance, converted into $50's, would have passed uncaught before the nation's multitudinous varieties and styles of currency had reached their present measure.

Where do the banks figure in all this? They are the chief auxiliary of the Secret Service in the discovery of counterfeiters and in bringing them to justice. The Secret Service has its representatives in every large city and the whole country is divided into districts to facilitate its operations. It would be physically impossible, however, for the Secret Service operatives to do much in the way of discovering counterfeits if it were not for the men who handle millions of currency daily, and whose experience has made them experts in the detection of spurious currency. The officials of the Secret Service give them full credit for this invaluable work.

"We must depend upon the bank tellers," said Mr. Moran, "and upon the expert cashiers of hotels and theaters and stores, for the first hints that new counterfeits are in circulation. The whole stream of the country's circulation of money passes through their hands, and they are the experts whose detection of these counterfeits gives us the opportunity of tracing the counterfeiters."

Probably a billion dollars in currency is counted, sorted, and recounted every week by the bank tellers of the country. That is about as near as the statisticians can come to the estimates of this part of the nation's banking task. It means that practically the entire stock of money of the United States, now only a few millions short of $8,000,000,000, passes through these expert fingers every two weeks. Of course there are lots of dollars snugly hidden away that stay out of banking hands for months at a time. But there are other dollars that march through the bank teller's window once or twice a week.

It is the keen and practised eye of the bank teller added to the extraordinary sense of touch that enables him to pick out counterfeits from the flood of money that daily passes through his fingers. He counts the currency at a speed that barely lets his fingers touch the individual notes, but the slightest variation in form or feeling brings a halt. Often the teller can not himself explain just why he lays a bill aside for the examination that he later makes to determine its genuineness. Maybe it is an unfamiliar thickness, a blurred line in the engraving, an undefined something in the touch, that has made him hesitate.

Once he has assured himself that the note is really a counterfeit, there is speedy action. If the depositor is not personally known, the teller finds some excuse to keep him in the bank, or at least to establish his identity with greater certainty until he can telephone to the nearest representative of the Secret Service.

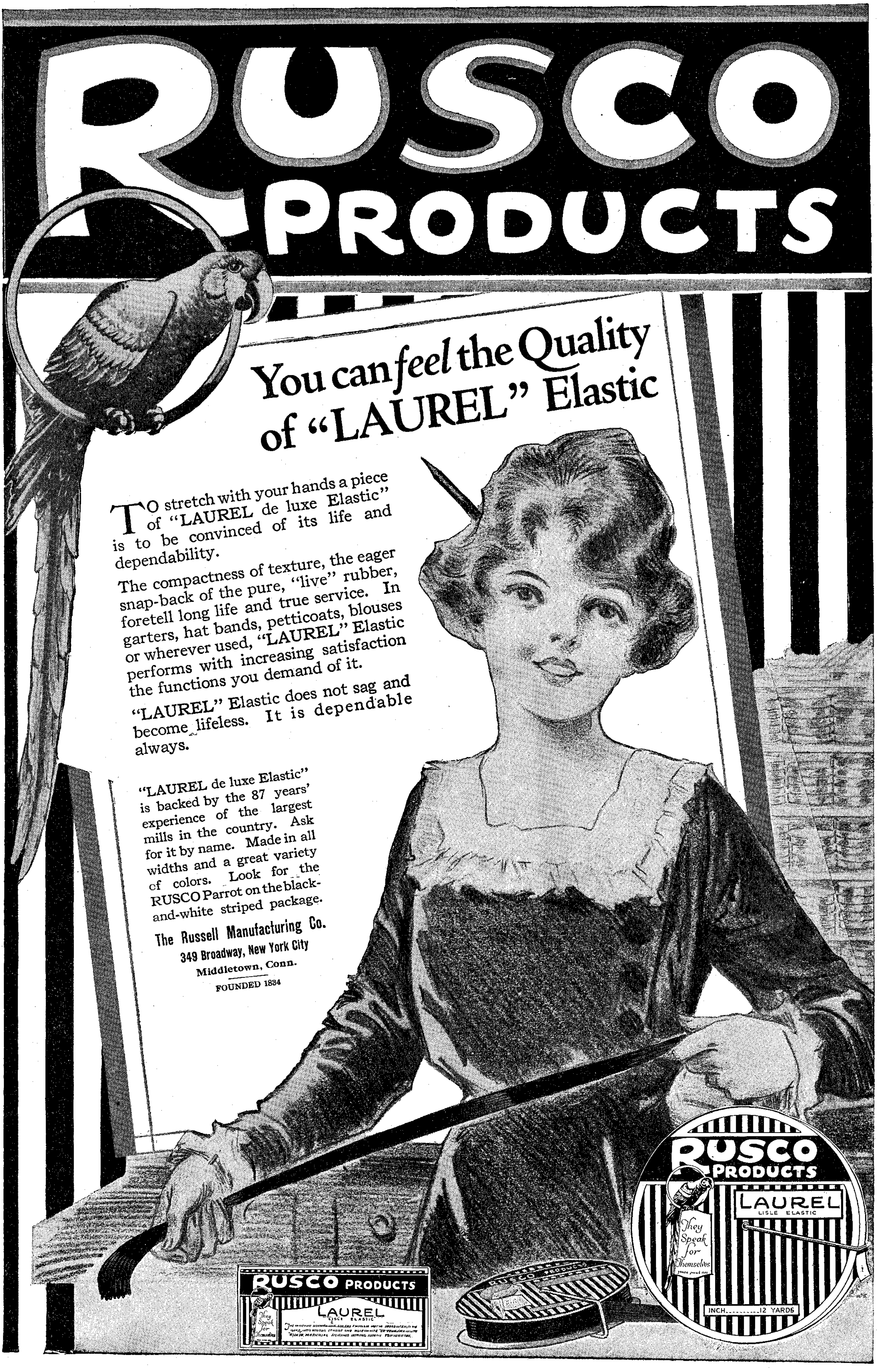
It is not often that a counterfeiter attempts to pass his own fraudulent product on a bank. Usually he victimizes some business man, who includes it in his cash deposit in the bank. The first task then is to obtain, if possible, the address of the individual who originally presented the note. In the meantime, the local representative of the Secret Service has telegraphed details of the counterfeit to headquarters in Washington, and the chase is on. The writer relates some illustrative incidents:

> For instance, last spring the receiving tellers of two Washington banks reported that several counterfeits had been passed upon Washington business men within a block of the Treasury. One of these counterfeits was of the $20 Federal Reserve Notes, and the other one was a $50 counterfeit. The depositors in each case could give but little data concerning the identity of the men who had passed them. Immediately the Secret Service men sent a circular letter to all of its agents as well as to the banks, and to the press, detailing the new counterfeits as follows:
>
> "Twenty-dollar Federal Reserve Note on the Federal Reserve Bank of New York; check letter 'A'; plate No. 121; Carter Glass, Secretary of the Treasury; John Burke, Treasurer of the United States; portrait of Cleveland.
>
> "This counterfeit is a photographic production, with the exception of the seal and numbering, the back of the bill having green ink distributed over the photographic impression. It is printed on two pieces of paper, with pen and ink lines to imitate the silk fiber of the genuine.
>
> "The face of the bill is fairly deceptive, the seal and numbering being particularly good; but the odd appearance of the back should readily detect this counterfeit.
>
> "Fifty-dollar Federal Reserve Note on the Federal Reserve Bank of New York; check letter 'A'; plate numbering indistinct; Carter Glass, Secretary of the Treasury; John Burke, Treasurer of the United States; portrait of Grant.
>
> "This counterfeit is apparently made by the same persons responsible for the $20 note above described, as it bears the same good seal and numbering, and should be as readily detected by the back of the bill where green ink has been spread over the photographic impression."
>
> Within two days reports had come from several places in Pennsylvania that the counterfeits had also been passed there, evidently by men who were using an automobile for the purpose. By the time the auto had reached New York a description of the car had been obtained. Apparently the users were equipped with automobile license tags for every State. When these counterfeits were also reported from New Haven, Conn., word was speedily sent throughout New England. May 7, an attempt was made by the Bridgeport police to arrest the occupants of the automobile. A man giving the name of John Durand was arrested. His companion escaped. Ten days later the automobile was again seen at Scranton, Pa. Again there was an arrest, but again the apparent chief of the counterfeiting squad escaped. Eight days later he was arrested at Holyoke, Mass., where he gave the name of G. Robert Hermans. In the automobile were found $12,000 worth of spurious $20 and $50 notes, and a supply of automobile license tags for half a dozen States. Hermans was sentenced to ten years in the penitentiary; Durand was given five years, and Louis Bruno, the man arrested at Scranton, was given one year and one day.

The only way to detect counterfeits is to know the genuine, according to Superintendent Moran, of the Secret Service, who is quoted by the writer as saying:

> A study of a particular counterfeit note might help a bank teller to "spot" a similar counterfeit the next time he saw it. But if he has thoroughly familiarized himself with

RUSCO PRODUCTS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You can *feel* the Quality of "LAUREL" Elastic

TO stretch with your hands a piece of "LAUREL de luxe Elastic" is to be convinced of its life and dependability.

The compactness of texture, the eager snap-back of the pure, "live" rubber, foretell long life and true service. In garters, hat bands, petticoats, blouses or wherever used, "LAUREL" Elastic performs with increasing satisfaction the functions you demand of it.

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"LAUREL de luxe Elastic" is backed by the 87 years' experience of the largest mills in the country. Ask for it by name. Made in all widths and a great variety of colors. Look for the RUSCO Parrot on the black-and-white striped package.

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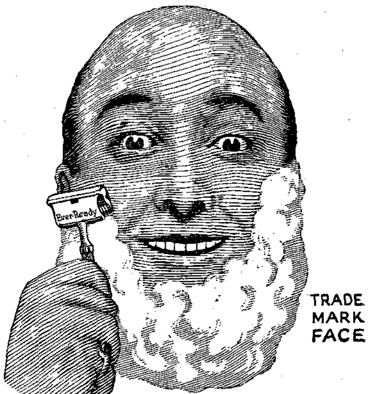

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the characteristics of the genuine notes, he can detect all counterfeits of it.

Above everything else, the appearance of the portrait offers the best test. All genuine notes bear steel-engraved portraits that are genuine works of art. The portrait stands out in relief, the lights and shadows of the background are marked by the finest of lines. No photo-mechanical process, no second-rate engraver can duplicate them. Then the lathe-work of the fine scrollwork of the borders is a uniform, unbroken line made by a special geometric lathe which no counterfeiter can duplicate. The numbers and serial letters on the genuine note are always perfectly made and evenly printed. On many counterfeits they look as though they had been printed with a rubber stamp.

CAR-DRIVERS WHO SUFFER FROM "ROAD-HYPNOTISM"

"RECENTLY I witnessed a strange occurrence at Riverside Drive and One Hundred and Twentieth Street," writes a correspondent, Daniel O. Skinner, to the New York *Herald*. The incident, which he proceeds to describe in detail, seems to point to a condition resembling hypnotic sleep, likely to be induced by the glare of the roadway and its rapid movement before the eyes of a driver. The correspondent brings up several other instances, all accidents without obvious cause, which he attributes to drivers "under the spell of the roadway." As for the incident which he saw, and on which he largely bases his theory, he writes:

> It was midday and bright sunlight flooded the broad, dry expanse of asphalt. A large limousine was rolling north at fifteen miles an hour. At the rear a similar vehicle approached, moving faster.
>
> Both cars were driven by chauffeurs; the passengers were women. There was ample space for the second car to pass, but to my astonishment it came up behind and crashed squarely into the first machine.
>
> It was absurd. The second driver had sat at ease, his hands on the wheel, his gaze straight ahead. There was nothing to divert his attention.
>
> The second chauffeur was apologetic and admitted to the woman his fault, altho insisting that he could not account for his carelessness. But the first driver understood. They both understood. Superficial explanations were not for their belief.
>
> Asleep at his wheel—sound asleep. The faulty driver was evidently a victim of incursive somnipathy. Psychology or physiology doubtless has a better term, but I do not recall it. A self-induced yet uninvited malady, with the symptoms of which many auto-drivers and engineers are more or less familiar.
>
> The colliding chauffeur had been gazing steadily at the bright, streaming roadway flowing smoothly beneath him. Its monotonous sameness concentrated his mental faculties to the point of inducing momentary self-hypnotism.
>
> In the field of railroading when experienced engineers run by opposing signals I wonder if the cause might not often be attributed to this insidious malady.
>
> Often the charitable explanation in cases

fatal to the engineer has been the possibility of heart failure or a sudden stroke causing a dead hand to hold the throttle prior to the accident. But is it possible that the effect of the unwavering stretch of twin rails blending with the even, gray right of way and dissolving under the engineer's searching gaze burned into his brain a converging, soothing, hypnotizing desire for sleep, peaceful and potent beyond the exercise of his inhibitory will?

An acquaintance of mine who drives his own car about the city said that he has sometimes been aroused from a sound sleep by the wheels of his car rubbing against the curb. A chauffeur told me that he saw a car waver from its course, swerve across the Drive at Seventy-eighth Street, crash through the protecting chains at the edge of the walk, and finally stop down among the trees in Riverside Park. It was one of those freak happenings in which the car was not badly damaged and the chauffeur was merely awakened from his lethargic sleep.

A routine gear-cutter stops as the last thousandth of an inch is microscopically removed. Even an automatic-feed printing-press prevents damage to itself when more than one sheet of paper tries to pass at the same time.

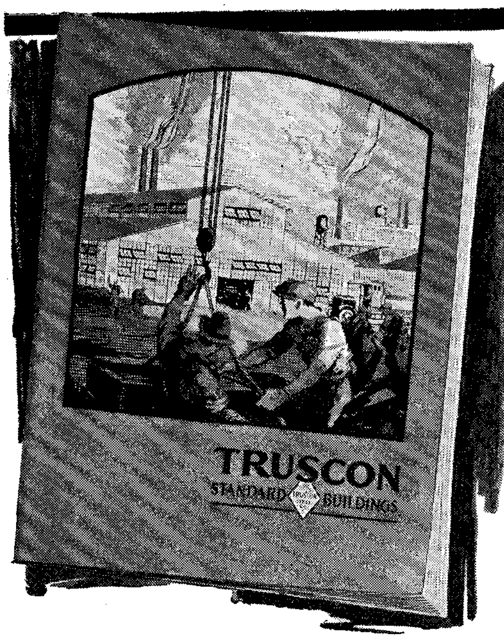
An automobile is said to be practically fool-proof. It almost runs itself if you can afford to buy the gasoline. Its mechanical perfection is close to realization. The most alert and constructive brains of mankind have been directed toward making it a thing of beauty, efficiency, and comfort.

But the being that tries to control this modern Frankenstein monster is not machine-made. It is not automatic. It can not prevent its own destruction. It is human.

So far it has not been possible to synchronize the human soul with steel and iron and rubber so that our subconscious senses will operate to stop the flight of a sleep-controlled car or the sweep of an unrestrained locomotive. Yet, fanciful as it may sound, I believe it is within the scope of an Edison to harness the pulse or register the variant blood-pressure or measure the muscular reflex as soon as sleep takes possession of the body, and by utilizing a delicately attuned apparatus to cause these involuntary bodily reactions to sound a waking alarm to the driver or actually to work in some way to stop automatically the rush of an automobile or locomotive.

Doubtless there are times when the automobile driver or engineer takes control when physically tired or under some emotional stress. Dissipation, worry, and preoccupation also contribute to occasions of misjudgment and rash action. But if we can make the distinction clear enough there is food for thought in the idea of incursive somnipathy existing at other times under certain conditions, whether the victim is of normal health and habits or, due to a deflection in his coordinating powers, is rendered susceptible to a favorable degree.

The principle expounded is not new to science, as early authorities have taught that by steadily gazing at any object a man can hypnotize himself without knowing it. And, to make it more of a paradox, the passive symptoms seem to manifest themselves in the case of drivers of long experience for the reason that they are no longer prone to excitement. Familiar with a long stretch of road or right of way, and the novelty of their work having passed, it becomes a matter of routine or second nature, disarming the precautionary senses and making a passive condition favorable.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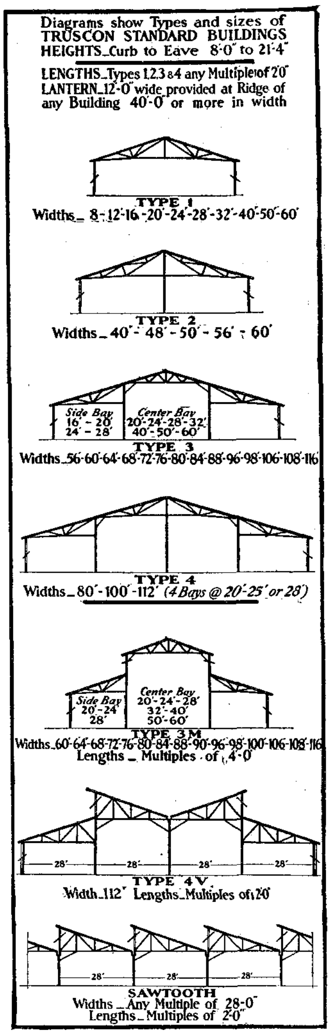
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TYPE 3
Widths_56'-60'-64'-68'-72'-76'-80'-84'-88'-96'-98'-106'-108'-116'
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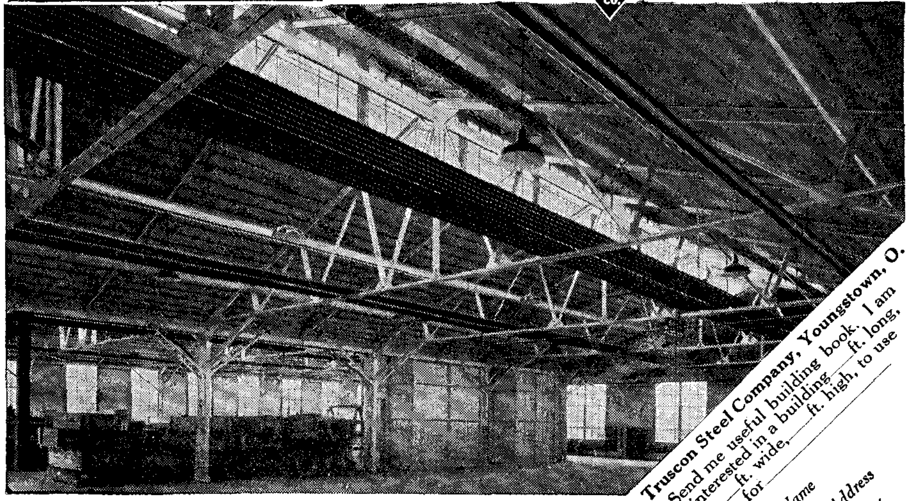

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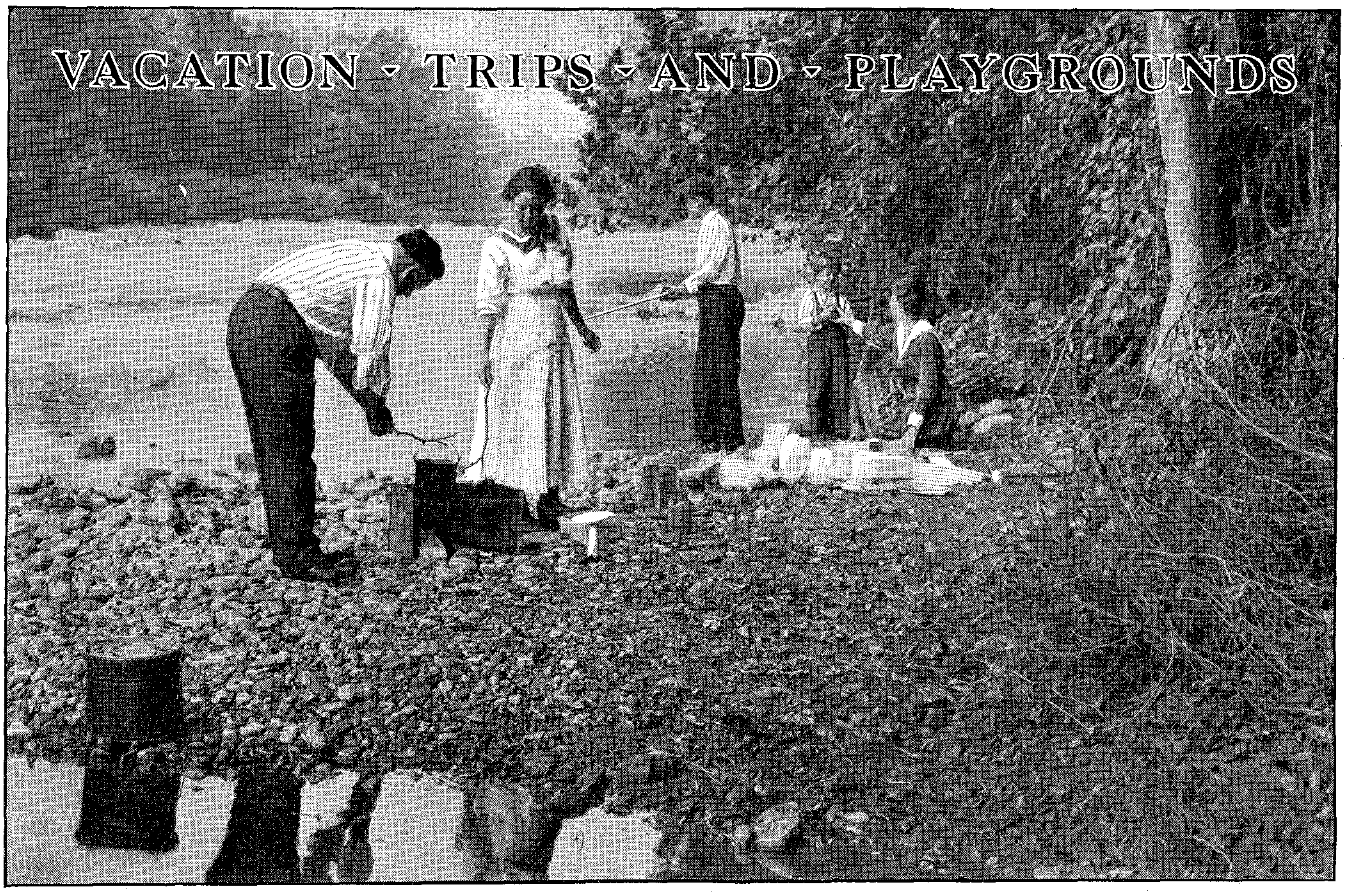
VACATION TRIPS AND PLAYGROUNDS



IF "THE VALUE OF LIFE deepens incalculably with the privileges of travel," as a great writer has said, the lives of our people should be rich, indeed, for Americans are habitually a travel-indulging race. Whether by motor, train, ship, yacht, or on foot, their thirst for journeying is insatiable. Each season the tourist army grows larger, and the present summer promises to be no exception.

Mountain, seashore, lake, ocean, and river are available in infinite variety. To give a brief but comprehensive survey of the more important of these vacation attractions is the aim of this article.

In this digest of playgrounds and routes detailed description is impossible, nor is it necessary, for land and water transportation, tour and resort literature, is at the free disposal of all. Our object here is mainly that of suggestion as to where and how to go.

No country has better-equipped railway systems than ours. This summer their passenger service resumes its full stride of competitive efficiency.

Shipping, so sadly crippled by the war, is regaining rapidly its capacity to accommodate increasing passenger traffic.

The motor-stage is another carrier of increasing importance, being developed extensively in supplementing rail routes. This is especially true of many National Park gateways, reached exclusively by motor roads. Within the parks and elsewhere motor-stages are making it possible for thousands of tourists to come into intimate contact with scenic grandeur.

The volume of long-distance touring by motor-car owners is increasing each year. Last summer 50,000 machines entered Rocky Mountain Park. So great are the numbers of motor nomads that Western cities and park managers have made extensive provisions for them.

NEW ENGLAND'S VARIED ATTRACTIONS

For the vacationist we may paraphrase Cæsar and say that all New England is divided into three parts—seashore, mountain, and lake. Generations of Americans have found health and pleasure "Down East." The popularity of this region never wanes.

To even glance upon the map at the multi-indented, island-bordered coast of Maine is to picture in the imagination countless delightful waterside haunts. A vacation spent among them discloses the picture in reality.

There is Mt. Desert Island, with Bar Harbor, proud in her beauty, and the people's playground, Lafayette National Park, described elsewhere.

Skirting the coast southward we come upon the Penobscot Bay region, a fairyland of islands and islets with the port of Rockland its headquarters. Between Owl's Head Light at the entrance to this harbor and Portland there are a succession of enticing seashore resorts including Boothbay, Casco Bay resorts, Old Orchard, Biddeford Pool, Kennebunk, and The Yorks, with Portland their center. Continuing southward along the Massachusetts shore line, there are broad, sandy beaches, notable among these being Magnolia, Marblehead, Beverley, Swampscott, and below Boston Harbor the delightful Cape Cod region, Nantucket and Martha's Vineyard, Shelter and Block Islands. Beyond in Rhode Island is aristocratic Newport, while Connecticut has its favorite Sound resorts.

It is not alone salt water, however, that offers inducements to the New England vacationist. The interior region is dotted with little and big lakes. Indeed, the whole surface of Maine is full of them, with the Belgrade, six Rangeleys, and Sebago (of salmon-trout fame) among the premier attractions of fishermen. New Hampshire's largest and best-known inland waters are Lakes Winnepesaukee ("the smile of the Great Spirit") and Sunapee, each in picturesque settings, while Vermont possesses 150 miles of the Lake Champlain shore, numerous small lakes, and on her northern border, the largest, part hers, part Canada's, Lake Memphremagog.

Since the days of pioneer tourists New England's mountains have drawn ever-increasing throngs of visitors. The famous Mt. Washington cog-wheel railway began its tourist traffic in 1869. Now many times the number of tourists who then traveled over it ride to the summit over a motor highway. All of New England's mountain regions are now connected with a network of excellent motor roads.

Each of the New England States has its individual mountain inducements. Mt. Katahdin in northern Maine is the second highest peak near the Atlantic coast and is surrounded by excellent trails and camping sites. The usual approach is at Norcross on the Bangor and Aroostook System.

Mt. Washington is the sentinel which towers 6,290 feet above the White Mountain region of New Hampshire. Within this territory are included the 327,600 acres of the White Mountain National Forest, an area heavily wooded, with crystalline streams, mountains, and valleys. Exceptional camping facilities besides some of our smartest hotels are available. Famous golf courses abound.

Eastern approaches *via* Portland include such resorts as Fryeburg, Intervale, Glen, etc., or by way of Mt. Whittier, North Conway, Intervale, Glen, and Jackson, through the famous Crawford Notch to Bretton Woods. There follow

Above Everything-Colorado!

Up there in skyland *you* will have the time of your life, and your *family* can share in every bit of it. Fishing, camping, riding, motoring, mountain climbing, sight-seeing—it's all *family* fun. And as for climate, why, "that tired feeling" simply can't live in the rare, pure air of the Rockies. It leaves you at the foot of the big hills. *Colorado is "Family-Land."*

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Fabyan and Bethlehem near the towering bulk of Mt. Washington. Westward opens the Franconia Notch and northward the Dixville Notch, each long famous for its scenery.

It has been estimated that within the Green Mountain chain in Vermont there are five hundred peaks. The highest of these is Mt. Mansfield, 4,457 feet. Among many attractive resorts may be mentioned the Dorsets, Shelburne, Roxbury, Duxbury, Richmond, Randolph, etc.

In western Massachusetts the picturesque Berkshire Hills, with their select Stockbridge, Lenox, Great Barrington, and other typically New England towns provide summer homes for many prominent families.

Visits to New England coast resorts with rail connections for the interior may include numerous attractive coastwise trips.

From New York to Newport and Fall River are operated steamers of the Fall River Line, and to Providence, the Bay State Line and Colonial Line. From New York to New Bedford summer service is given by the New Bedford Line, with connection at New Bedford with steamers for Martha's Vineyard and Nantucket. Between New York and Boston is the all-water route, *via* Cape Cod Canal of the Eastern Steamship Company's Metropolitan Line. Tourists may tranship to other divisions of the Eastern Steamship Lines at Boston for Portland, Rockland, Bangor, Bar Harbor, Eastport, St. John and Yarmouth.

The voyage between Philadelphia and Boston may be made by the Merchants and Miners Transportation Company's steamers, which are also operated between Norfolk, Baltimore, Providence, and Boston. New England resorts are made readily accessible by a network of rail lines, including the New Haven System, the Boston and Albany, Boston and Maine, Maine Central, Grand Trunk, Bangor & Aroostook, Rutland, Central Vermont, Delaware & Hudson, and Lake Champlain steamers.

VACATIONS IN THE EMPIRE STATE

Few States have a greater variety of attractive vacation trips and summering places than those easily accessible from New York City. There is tempting choice of seashore, river, mountain, mineral spring, and lake all within a day's ride or less from Manhattan Island. And just here it is not inappropriate to state that New York City itself is the objective of thousands of summer tourists from all parts of the country. Her adjacent beaches, salt and fresh water trips, sky-scrapers, museums, zoological gardens, and theatres are sufficient to satisfy all tastes. But while Westerners and Southerners flock to this city, it is the vogue of the New-Yorker to seek recreation elsewhere. He is apt to turn northward to the Hudson, Catskills, Saratoga, Lakes George or Champlain, the Adirondacks, Thousand Islands, the "Finger Lakes," or Niagara.

THE CHARM OF THE HUDSON

For the intelligent and appreciative tourist the Hudson is the richest treasure of all American rivers. To the inspiration which nature has given her are added the immortal legends of her valley, while her banks are consecrated with the blood of those who fought our first great war. The spirit of Irving still lingers over the Tappan Zee, that of Wayne over Stony Point. The full trip from New York to Albany is necessary to disclose the Hudson's full measure of natural charm, her Palisades, Highlands, distant mountains, and upper islands.

For generations the Hudson River Day Line has been a transportation institution of these waters. Its fleet, so happily named after notable figures in the Hudson's history, this year is accessioned by the new *De Witt Clinton.* Night service between New York, Albany, or Troy is provided by the "Searchlight Route" of the Hudson Navigation Company with four well-appointed steamers of large stateroom capacity. For those who have time for a less leisurely view of the Hudson there are the rail lines of the New York Central on either side.

VARIETY IN THE CATSKILLS

Certain parts of the Catskill Mountains have become of late years somewhat overcrowded with New York's populace. Certain other regions of the mountains are as yet unfrequented by the crowd. There are places where one can still get close to nature in the Catskills, where discriminating vacationists are able to mingle with kindred spirits. By way of suggestion may be mentioned Twilight Park at the head of the Kaaterskill Clove; Roxbury, where sleeps the Catskill's beloved author, John Burroughs, whose grave near the great boulder where he played as a boy will be visited by many who knew him in person or through his works; Woodstock, with its artists' colony; the picturesque Woodland Valley, with its club of nature enthusiasts; and other nooks and corners of the range known like rare fishing-pools to the fraternity of true nature lovers.

Chief among the approaches to the Catskills are Kingston and Catskill, reached by the Hudson River Day Line steamers and New York Central System. From Kingston the mountains are penetrated by the Ulster and Delaware Railroad; from Catskill by motor vehicle transportation. Excellent motor roads connect the chief mountain resorts with the outside world.

AT SARATOGA SPRINGS AND RACES

An hour's ride north from Albany brings the tourist to this famous Spa, whose springs are now under jurisdiction of the State of New York. The popularity of Saratoga as a health resort is gaining each year, while the full glitter of the season here is attained during the races at her superb track. The scenes during these events are similar to those at the notable French and English courses. Continuing northward from Saratoga, the traveler passes through Glens Falls, with its cave, made famous by Cooper in "The Last of the Mohicans," and past the "Bloody Pond" of Lake George battle memories.

LAKES GEORGE AND CHAMPLAIN

Continuing along the northern trail, originally blazed by the Indians and pioneers, we come upon two lakes of unusual natural charm, and with the stories of the early wars closely woven about them. Lake George, island-dotted, walled by forest-clad mountains, and possessing water of crystal clearness, is one of the loveliest of our many American lakes. Attractive summer cottages and hotels are found at intervals along its thirty miles' length. Lake Champlain is enriched by some of the most interesting remains of the early wars already referred to. Here may be seen the restoration of Fort Ticonderoga, the ruins of the Crown Point Forts, and other points of historic interest.

The route from New York is to Albany, thence by Delaware and Hudson System to Lake George Station. Excellent steamer service on Lake George is operated in connection with trains and so arranged to further connect with the Lake Champlain steamer from Montcalm Landing to Plattsburg.

NORTH WOODS PLAYGROUNDS

Like the White Mountains, the Adirondacks since the early days of Paul Smith's have been the favorite resort of generations. Now that New York State has constructed a system of excellent motor highways into their midst, the Adirondacks are frequented by many thousands of visitors.

"The Trade Mark known in Every Home"

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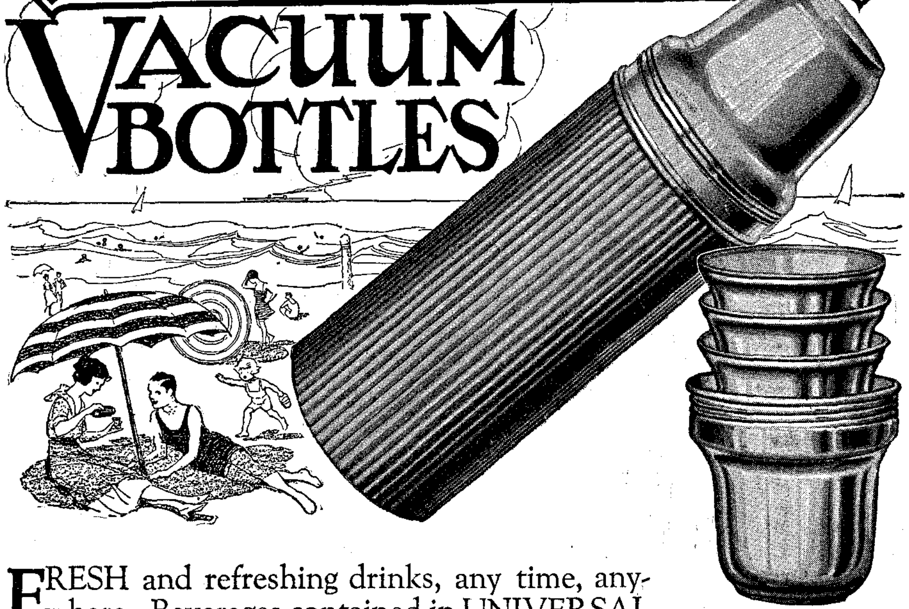

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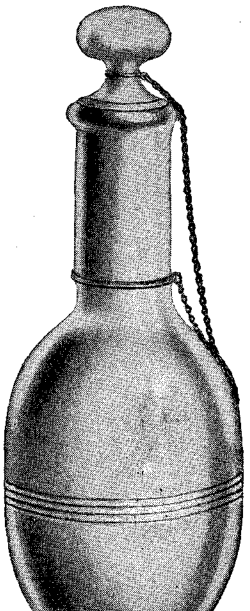

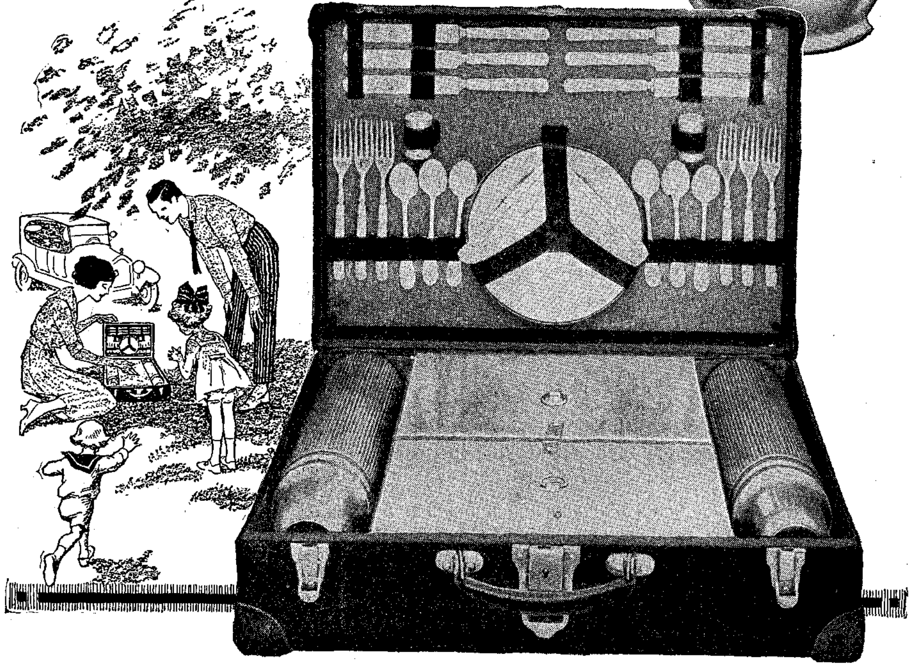

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There are in this region 1,400 square miles of balsam forest interspersed with lakes, rivers and streams, much of the area under State control. Fishing, canoeing, motoring and mountain climbing are favorite pastimes.

Among the more famous of the many attractive resorts are Lake Placid, with its superb mountain panoramas; the Saranac, Tupper, and St. Regis Lakes; Fulton Chain, a paradise for canoeists; Raquette, and its beautiful connecting waters in the Blue Mountain region; and hundreds of delightful places off the beaten path.

The eastern gateways include Port Kent, Westport, and Plattsburg on the Delaware and Hudson System, while among the western approaches are Old Forge, Raquette Lake, Tupper Lake, and Lake Placid, reached on the Adirondack division or branches of the New York Central Lines.

AMONG THE THOUSAND ISLANDS

Whether as an objective in themselves or as part of a trip down the St. Lawrence River, the Thousand Islands offer a delightful vacation experience. Yachting and fishing are the popular diversions here.

Clayton and Alexandria Bay are the tourist headquarters for this attractive region. Through cars between New York and Clayton are operated by the New York Central System, Alexandria Bay being connected by steamer. Both Clayton and Alexandria Bay are landings for the Toronto-Montreal division of the Canada Steamship Lines.

THE LEATHERSTOCKING COUNTRY

New York's "Finger Lakes," as they are often styled, in the central and western part of the State, including Otsego, Cayuga, Seneca, Canandaigua, and others provide attractive summering places. Notable among these for its natural and romantic surroundings is Otsego, the "Glimmerglass" of Cooper, with New-Englandlike Cooperstown at its foot. The spirit of the famous author pervades this charming village and its surroundings. The plot of "The Deerslayer" is woven round the lake. We may visit Natty Bumpo's Cave, Council Rock, Mohican Island, Three Mill Point, and picture in reality the stirring scenes of the story. A picturesque golf course, excellent motor roads, and boating provide recreation.

SEASHORE VACATIONS

Within a few hours or less from New York or Philadelphia are the many miles of sea beaches and resorts to which throngs of salt air and bathing enthusiasts flock each summer.

Sea-girt Long Island is bordered by oceanside attractions which run the gamut from Coney Island and the Rockaways, magnets for New York's populace, to the dignified and exclusive "Hamptons." The South Shore almost all the way to Montauk Light is fringed with sandy beaches, while the North Shore tends more to wooded bluffs. To all points on the island extend various divisions of the Long Island Railroad, with trains departing and arriving at the Pennsylvania Station, New York City.

Turning southward, the famous series of New Jersey seashore resorts provide vacations for untold thousands. In almost unbroken succession they extend along the coast, the more important being Long Branch, Asbury Park and Ocean Grove, Belmar, Sea Girt, Barnegat, Atlantic City, and Cape May. Of these Atlantic City, with its enormous modern hotels and famous Board Walk, enjoys the distinction of being an all-year recreation center, its Easter Day throngs rivalling in size those of Independence Day. The New Jersey beaches are reached by either the Pennsylvania, Central Railroad of New Jersey, Reading, or electric railway systems.

IN THE NORTHERN ALLEGHENIES

In the Poconos are the mountain valleys of the Delaware and Lehigh Rivers, and in the Blue Ridge and adjacent mountains of Pennsylvania are a series of popular summer resorts. Among the best known of these are the Delaware Water Gap and Mount Pocono on the Lackawanna Railroad, Mauch Chunk, White Haven, and Glen Summit Springs in the valley of the Lehigh, located on the Lehigh Valley and Central Railroad of New Jersey. In the picturesque Blue Ridge region of Pennsylvania and adjoining States are Mount Gretna and Doubling Gap on the Pennsylvania System, Gettysburg Battlefield and Blue Ridge Summit on the Western Maryland, Berkeley Springs and Deer Park on the line of the Baltimore and Ohio.

TRANSATLANTIC SERVICE IN 1921

The tide of tourist travel to Europe is rising steadily toward prewar levels. Four leading transatlantic lines questioned by us report capacity bookings for the summer season. Engagements by one line "far exceed those of 1920," while another says that "all travel records are in a fair way to be broken," while a third states that "demand is so heavy that we have been obliged to shut out a great many." A fourth line remarks, however, that while bookings between May and July are as heavy as in prewar days, it does not expect its total carryings for the year to meet prewar figures. This season marks the advent of several notable new vessels and reconditioned steamships in the Atlantic passenger service.

Notable among these is the new "queen of French shipping," the *Paris*, which is about to make her maiden voyage from Havre to New York. The *Paris* is a 37,000-ton ship, of 45,000 horsepower, oil burning, and accommodating 3,000 passengers. She embodies the latest practice in marine design and equipment. The Compagnie Generale Transatlantique, her owners, will also operate as "one-class" ships two reconditioned former German liners.

The fleet of the International Mercantile Marine will be augmented this season by new or reconditioned steamships, including the huge *Majestic* (begun as *Bismarck*), the world's largest vessel. A new steamer, *Minnekahda*, is sailing in the Hamburg service; a new "one-class" liner, the *Pittsburg*, will be soon placed in the Philadelphia service. The *Arabic* (ex-*Berlin*) will soon go into the Mediterranean service, while four new ships are being completed for the Canadian service.

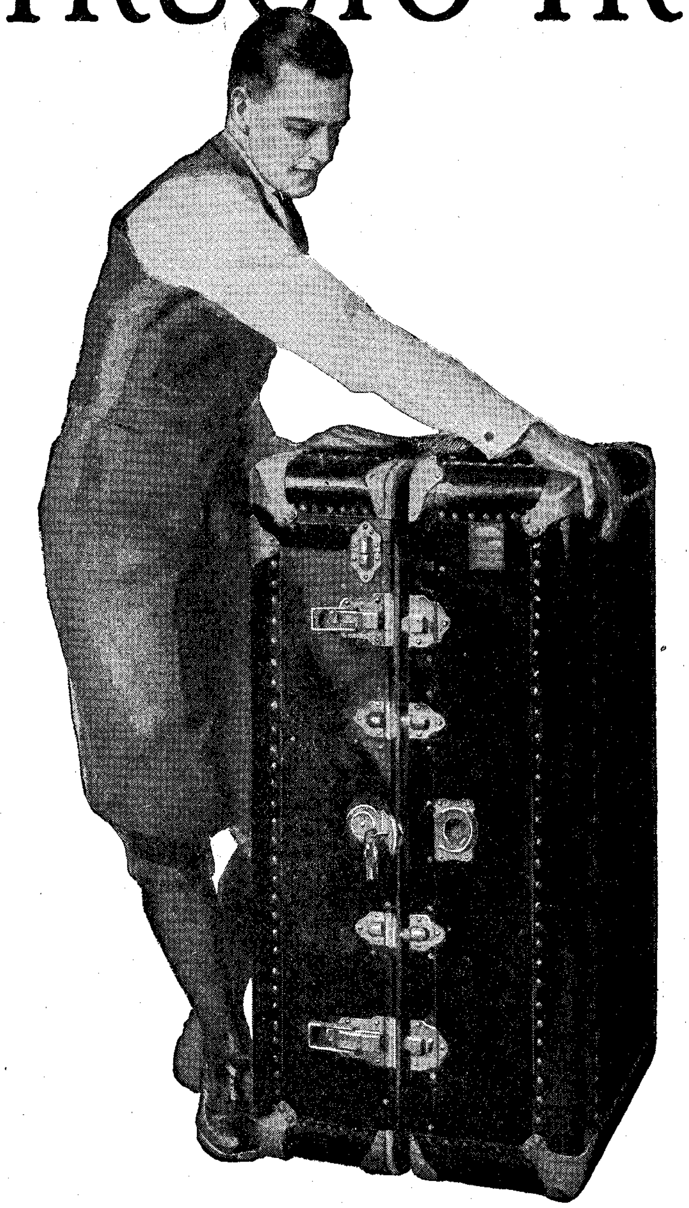
In the Cunard fleet the huge *Berengaria*, which was formerly the German *Imperator*, is being operated with the *Aquitania*, *Mauretania*, and other ships in the North Atlantic service, including a new "one-class" vessel, the *Albania*, and the reconditioned *Saxonia*. To the Anchor Line service has just been added the new *Cameronia*. Two other new ships, the *Scythia* and *Tyrrhenia*, oil-burners, may be ready for the summer traffic. This year's Cunard tonnage in the Atlantic service is about double that of last year.

A new entrant in transatlantic sailings this year is the Royal Mail Steam Packet Company, providing service between New York, Southampton, Cherbourg, and Hamburg, with its fleet of "O" ships, including *Orbita*, *Oropesa*, and *Orduna*. A new vessel, the *Orca*, is being completed at Belfast for commission late this season.

Another new Atlantic service this summer is that provided by the U. S. Mail Steamship Company, operating under the American flag almost the entire former fleet of the North German Lloyd Line in various divisions between New York, Plymouth, Cherbourg, Bremen, Boulogne, London, Danzig, Naples, and Genoa. Ten vessels will be in commission this summer, including such well-known ships as the *George Washington*, *America*, *Mount Vernon* (ex-*Kronprinzessin Cecilie*), *Agamemnon* (ex-*Kaiser Wilhelm II*), and *President Grant*, each reconstructed and refurnished.

Under its direct supervision the United States

INDESTRUCTO TRUNKS



"Safe to buy and
safe to travel with"

The strength of a trunk is only proven by actual travel!

Any good trunk will withstand ordinary travel-use; but it takes Indestructo-strength to bear the brunt of somebody's carelessness or neglect.

Underneath the beauty and conveniences of the Indestructo is a structural perfection that is the result of highly developed and specialized manufacture; its jointless, round corner-and-edge construction, designed to meet and absorb the severest shock, is an exclusive Indestructo achievement.

Even if he were so inclined and owned the valuable Indestructo processes, it would take years of development and unlimited capital before another trunk manufacturer could duplicate an Indestructo Trunk; and then, the best he could hope for would be duplication.

Indestructo-strength has been travel-tested for 15 years in the hands of hundreds of thousands of Indestructo owners. We are so sure of its travelability that every Indestructo dealer is authorized to say, "If your trunk is damaged beyond repair, while traveling, within five years from the day you buy it, you will get a new trunk of the same size and quality without cost."

Buy an Indestructo on the basis of getting the most real travel value for the price you pay—refuse any trunk that does not offer you equal protection—equal strength:

For Indestructo-strength alone has made possible the positive insurance that your trunk will go its way safely—surely—and with the greatest possible travel convenience.

Built in all reasonable styles and sizes—of remarkable carrying capacity—easy to pack—safe to buy and safe to travel with—a trunk you will be proud to own—and always sold by reliable dealers—write for Portfolio of Trunk Portraits.

Built by THE INDESTRUCTO TRUNK MAKERS, Mishawaka, Indiana

Chateau Frontenac

On the Heights of Old Quebec

HONEYMOONERS have blazed a trail for older people, who will *not* grow old—to this fairy castle of Frontenac, high on the cliffs of old French Quebec, overlooking the St. Lawrence.

Shrines, battlefields, places of romance and beauty. Gaiety, music, the dance and most interesting companions at the Chateau. A friendly ease, a royal welcome. And always the perfection of a Canadian Pacific Hotel.

Reservations should be made NOW. Fine roads for motoring *via* Montreal—where you will stop at the PLACE VIGER, a Canadian Pacific Hotel

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1231 Broadway, New York 140 S. Clark St., Chicago, or
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Lake Superior
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A Week's Cruise on 4 Lakes $72.50 Meals & Berth Included

Delightful Vacation Trips of Over 2000 Miles of Beautiful Scenery, Shore Line, Islands, Rivers & Bays on the Big, New Cruising Ships

"North American" & "South American"

Cruises Weekly from Chicago, Duluth, Buffalo (Niagara Falls), Detroit & Cleveland, via Mackinac Isl., Georgian Bay (30,000) Islands & Return

Stops of several hours made at all principal points of interest—ample time to see the sights. The **New Ships "North American" and "South American"—Passenger Service Exclusively**—are equipped to give a service equal to the best Atlantic Liners. These magnificent steamships have many innovations for travel, comfort and amusement—a ball-room, an orchestra, children's open air playgrounds and deck games. All these are free. Steamer chairs and steamer rugs available. **Dining Service and Food Equal to that of the Best Hotels.**

12 Days' Cruise, $125—3,600 Mile Trip

Call or write for pamphlet and full information about

The Lake Trips That Have No Equal

Chicago, Duluth & Georgian Bay Transit Co.

W. H. Black, Gen'l Pass. Agt. 142 S. Clark St., Chicago, Ill.
Willard E. Brown, Gen'l Agt., 16 E. Eagle St., Buffalo, N. Y.

Shipping Board is operating fleets of passenger and freight steamships to nearly all important foreign ports.

Transatlantic rates are higher this summer than last. On the smaller ships the average first-class passage is about $200 one way, while the second-cabin and "one-class"-cabin rates average about $140.

Comprehensive tours to Europe, around the world, etc., are provided by the leading tourist agencies. Many motor and other tours of the battle-fields are also available this summer.

COASTWISE TRIPS EAST AND WEST

This year the ocean voyager has an unusual selection of coastwise trips. Several of these extend from the Atlantic to the Pacific coast. From New York down the Atlantic coast, to and through the Panama Canal, thence up the Pacific coast to Seattle-Tacoma, with calls at Havana, Balboa, Los Angeles, and San Francisco *en route* is the twenty-three-day itinerary of the "Around America" excursions, arranged by new transpacific steamships of the Admiral Line. Another east-to-west-coast ocean trip available this summer is that of the Hawaiian-bound vessels of the Matson Navigation Company's fleet sailing from Baltimore and calling at Balboa, Los Angeles, and San Francisco. A series of cruises from Baltimore to Los Angeles *via* Panama Canal, with calls at several ports, are being made by vessels of the Pacific Mail Steamship fleet.

For the first time since prewar days it will be possible this season for tourists to cruise by sea and river from New York to Quebec by a steamship of the Furness Bermuda Line, the route being from New York to Halifax, with call for sightseeing, thence through the Strait of Canso and Northumberland Strait into the Gulf of St. Lawrence, passing Perce Rock and steaming up the St. Lawrence to Tadousac, entering here the Saguenay and sailing to Cape Eternity, thence returning to the St. Lawrence and proceeding to Quebec, where twenty-four hours are spent. The return route is the same, the entire cruise occupying twelve days.

Numerous short and long coastwise trips to and from New England ports are described in the New England section of these articles. Turning to the southward we have an attractive variety of ocean trips which are coming more and more into favor with summer vacationists.

Between New York and Charleston and Jacksonville is a two-day ocean trip by ships of the Clyde Line, and between New York and Savannah a sixty-three-hour voyage by vessels of the Savannah Line. Between New York, Key West, and Galveston sailings are made by the Mallory Line. From New York direct to New Orleans are operated passenger steamers of the Southern Pacific Steamship Line.

Special summer vacation tours from New York to Bermuda are available by the Furness Bermuda Line. From New York to Havana are frequent sailings by the Ward Line. Summer cruises by the United Fruit Company's fleet include in six divisions the following: New York, Cuba, Canal Zone, Costa Rica; New York, Jamaica, Canal Zone, Colombia; Boston, Cuba, Costa Rica, Canal Zone; New Orleans, Cuba, Canal Zone, Panama; New Orleans, Canal Zone, Panama, Cuba; New Orleans, British Honduras, Guatemala. Between New York and Cristobal the Government operates vessels of the Panama Line.

Steamship service between ports on the Pacific coast is as follows: Between Seattle, Tacoma, San Francisco, Los Angeles, and San Diego sailings by the Pacific Steamship Company are frequent, while the same management operates two divisions between Seattle and Alaska, one to southeastern, the other to southwestern ports. To Alaskan ports in the same territories are operated two services of the Alaska Steamship Company with Seattle, also their southern terminus.

COAST-TO-COAST RAIL TRIPS

For transcontinental tourists choice of routes to and from the coast is often a bewildering problem, these routes being so numerous and natural attractions on each so varied. The final selection of itinerary must depend upon individual preference. The combinations of routes between Chicago and California are so complicated that one system has actually mapped more than forty ways to reach the coast, using its own line only as the beginning. From a total number of inter-routings, totaling hundreds of combinations, we give the following ten attractive outlines, including alternative trips permitted on round-trip tickets:

To California *via* Denver, Returning *via* Pacific Northwest and Glacier National Park

From New York to Chicago, thence *via* Burlington, Rock Island, North Western-Union Pacific or St. Paul System-Union Pacific to Denver; or *via* St. Louis and the Missouri Pacific, Rock Island, Burlington or Wabash-Union Pacific to Denver, Denver & Rio Grande to Salt Lake City, or Union Pacific to Ogden, Western Pacific from Salt Lake City to San Francisco or Southern Pacific from Ogden to San Francisco; returning Southern Pacific to Portland, Great Northern to Tacoma, Seattle, Glacier Park Station and St. Paul, Burlington, St. Paul System, Chicago Great Western, North Western or Soo Line to Chicago, thence to New York.

To California *via* Grand Canyon, Returning *via* Salt Lake and Colorado

From New York to Chicago or St. Louis, thence Kansas City, Sante Fe to Los Angeles, Southern Pacific to San Francisco; returning Western Pacific to Salt Lake or Southern Pacific to Ogden, thence Denver & Rio Grande from Salt Lake to Colorado Springs and Denver, or Union Pacific from Ogden to Denver, and over the Burlington, Rock Island, Union Pacific-North Western or Union Pacific-St. Paul System to Chicago, thence to New York.

To California *via* Colorado, Returning *via* Pacific Northwest and Yellowstone Park

From New York to Chicago, St. Paul System-Union Pacific, North Western-Union Pacific, Rock Island or Burlington to Denver, or *via* St. Louis and the Wabash-Union Pacific, Rock Island, Burlington or Missouri Pacific to Denver, the Denver & Rio Grande to Colorado Springs and Salt Lake, or from Denver *via* the Union Pacific to Salt Lake, Los Angeles and Salt Lake Route to Los Angeles, Southern Pacific to San Francisco, returning *via* Southern Pacific to Portland, Northern Pacific to Tacoma, Seattle and Livingston to St. Paul, Burlington, North Western, Chicago Great Western, St. Paul System or Soo Line to Chicago, thence to New York.

To Pacific Northwest *via* Yellowstone, Returning *via* Salt Lake and Colorado

From New York to Chicago, thence over the Burlington to Billings, Northern Pacific to Livingston, Seattle, Tacoma and Portland, Southern Pacific to San Francisco; returning Southern Pacific to Ogden, Union Pacific to Denver, or from San Francisco *via* Western Pacific to Salt Lake, Denver and Rio Grande to Colorado Springs and Denver, Burlington, Rock Island, Missouri Pacific, or Union Pacific-Wabash to St. Louis, thence to New York.

To California *via* Yellowstone, Pacific Northwest, Returning *via* Grand Canyon

From New York to Chicago, thence Burlington, North Western, Chicago Great Western, St. Paul System or Soo Line to St. Paul, Northern Pacific to Livingston, Seattle, Tacoma and Portland, Southern Pacific to San Francisco and Los Angeles, Santa Fe to Chicago, thence to New York.

To California *via* Glacier Park, Returning *via* Salt Lake and Colorado

From New York to Chicago, thence North Western, Burlington, Chicago Great Western, St. Paul System or Soo Line to St. Paul, Great Northern to Glacier Park Station, Seattle, Tacoma and Portland, Southern Pacific to San Francisco; returning Southern Pacific to Los Angeles, Los Angeles and Salt Lake Route to Salt Lake City,

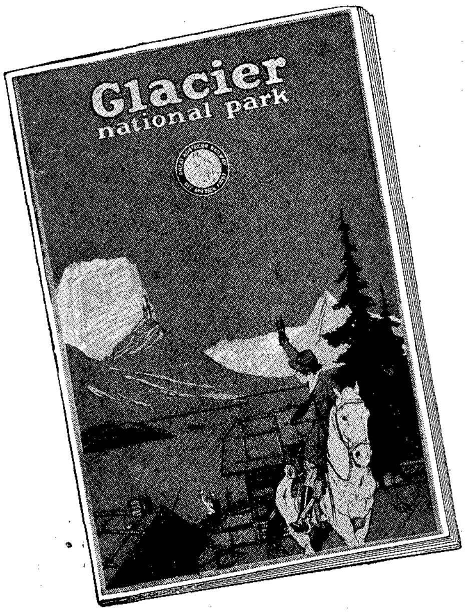
Guaranty
Travelers Checks

WISE VACATIONISTS in the Great Outdoors—on short trips or all-summer tours—hesitate to carry their vacation money *all in cash.*

GUARANTY TRAVELERS CHECKS serve as the equivalent of currency everywhere. Unlike currency, however, they are replaceable if lost. Their convenient amounts ($10, $20, $50, $100) are just what is needed for everyday expenses. Banks cash them. Shops, hotels, railroad and steamship offices accept them.

On sale at banks. Ask your bank, or write us, for descriptive booklet, "Guaranty Service to Travelers."

GUARANTY TRUST COMPANY OF NEW YORK
NEW YORK LONDON PARIS BRUSSELS LIVERPOOL HAVRE CONSTANTINOPLE
CAPITAL AND SURPLUS $50,000,000 RESOURCES OVER $800,000,000



Write for this de luxe booklet

Glacier
national park

GREAT NORTHERN RAILWAY
GLACIER NATIONAL PARK

June 15 to September 15

The wild Rockies are intimately yours in Glacier National Park.

Modern hotels and Swiss chalets offer best accommodations. Tours via motor, saddle-horse and launch arranged by day, week or month. En route to North Pacific Coast, Alaska or California, visit Lake Chelan, Mt. Rainier and Crater Lake National Parks. "Glacier" is your only national park on the main line of a transcontinental railroad.

Summer Tourist fares to "Glacier" and return direct or by diverse routes on sale June 1 to September 15. Summer Tourist fares to North Pacific Coast and California and return direct or by diverse routes on sale June 1 to September 30—limit, October 31. Inquire of nearest ticket or tourist agent.

A. J. DICKINSON
Passenger Traffic Manager

GREAT NORTHERN RAILWAY
St. Paul, Minn.

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Please send de luxe booklet and aeroplane map of Glacier National Park.

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Canadian National Railways
GRAND TRUNK RAILWAY SYSTEM
This Year CANADA Calls You!

Vacation Land of Ideal Summer Climate

Hay fever is unknown in this clear, pine-and-balsam scented air. Unlimited territory to choose from—cloud tipped mountains and rugged foothills inviting exploration; wide valleys of woods and streams and wild flowers; turquoise lakes with sandy beaches; the restful relaxation of camp life or the luxury of the finest hotels.

In *Canada*, your Ideal Vacation is realized; Algonquin Park—Muskoka Lakes—Great Lakes Cruise—Georgian Bay—Lake of Bays—Kawartha Lakes—Timagami—Nipigon—Quetico—Minaki—Lower St. Lawrence and Maritime Provinces. Fishing, boating, bathing, golf. A summer playground in the great out-of-doors.

Jasper Park, Alberta, and Mount Robson Park, British Columbia, embrace the scenic mountain wonders of the Dominion.

For full information write

Canadian National or Grand Trunk Railways

at any of the following addresses

Ask for Booklet R, mentioning districts that interest you

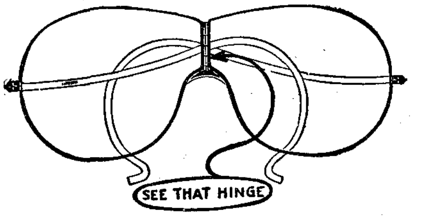
Boston, 294 Washington St.
Buffalo, 1019 Chamber of Commerce Bldg.
Chicago, 64 West Adams St.
Cincinnati, 406 Traction Bldg.
Detroit, 527 Majestic Bldg.
Kansas City, 710 Railway Exchange Bldg.
Minneapolis, 518 Second Ave. South
New York, 1270 Broadway
Pittsburgh, 505 Park Bldg.
St. Louis, 305 Merchants Laclede Bldg.
St. Paul, Cor. 4th & Jackson Sts.
San Francisco, 689 Market St.
Seattle, 902 Second Ave.

Fishing, Hunting and Camping

Real fishing and hunting in virgin streams and unspoiled big game country in NOVA SCOTIA, NEW BRUNSWICK, QUEBEC, ONTARIO, ALBERTA and BRITISH COLUMBIA. For full information write G. T. Bell, Passenger Traffic Manager, Grand Trunk Railway System, Montreal, or H. H. Melanson, Passenger Traffic Manager, Canadian National Railways, Toronto. G. A. Harrison, G. A. P. D., G. T. R. Station, Portland, Maine.

Go Into Business For Yourself Establish and operate a "New System Specialty Candy Factory" in your community. We furnish everything. Money-making opportunity unlimited. Either men or women. Big Candy Booklet Free.
RAGSDALE CO., Drawer 38, EAST ORANGE, N. J.

The AUTOGLAS



PATENTED MAY 2, 1911

Is an Eye protector for Out-of-Doors people. Made so that it gives full protection from wind, dust and flying particles without causing the slightest discomfort or detracting from the appearance of the wearer.

Motorists, Golfers, Hunters, Trap-shooters, Tourists and Fishermen find it adds materially to the pleasures of their outings. Obtainable from Opticians, Motor Supply and Sporting Goods Establishments. We will gladly furnish the address of your nearest Autoglas Dealer.

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Denver & Rio Grande to Colorado Springs and Denver, or from Salt Lake *via* Union Pacific to Denver, Union Pacific-Wabash, Burlington, Rock Island or Missouri Pacific to St. Louis, thence to New York.

To Pacific Northwest *via* Glacier Park, Returning *via* Yellowstone and Colorado

From New York to Chicago, thence Burlington, North Western, Chicago Great Western, Soo Line or St. Paul System to St. Paul, Great Northern to Glacier Park Station, Seattle, Tacoma and Portland, Union Pacific to Pocatello and Salt Lake City, Denver and Rio Grande to Colorado Springs and Denver, or from Pocatello over the Union Pacific to Ogden and Denver, Union Pacific-Wabash, Burlington, Rock Island or Missouri Pacific to St. Louis, thence to New York.

To Pacific Northwest *via* Glacier Park, Returning *via* Canadian Rockies

From New York to Chicago, thence Burlington Route *via* Omaha to Billings, Great Northern to Glacier Park Station, Spokane and Portland; returning *via* Union Pacific, Great Northern or Northern Pacific to Tacoma and Seattle, Canadian Pacific steamer to Victoria and Vancouver, Canadian Pacific through the Canadian Rockies to St. Paul, North Western, Chicago Great Western, Burlington, Soo Line or St. Paul System to Chicago, thence to New York.

To Pacific Northwest *via* Canadian Rockies, Returning *via* Glacier Park

From New York *via* New York Central and D. & H. or Rutland to Montreal, or *via* the Lehigh Valley, Erie, Lackawanna or N. Y. Central to Buffalo and connecting lines to Toronto, thence Canadian Pacific from Montreal or Toronto through Winnipeg and the Canadian Rockies to Vancouver, Canadian Pacific Steamer to Victoria and Seattle, Great Northern, Northern Pacific or Union Pacific to Portland, Great Northern to Glacier Park and St. Paul, Burlington Route, North Western, Chicago Great Western, Soo Line or St. Paul System to Chicago, thence to New York.

To Pacific Northwest *via* Colorado and Salt Lake, Returning *via* Canadian Rockies

From New York to St. Louis, thence over the Burlington, Rock Island, Missouri Pacific or Wabash-Union Pacific to Denver, Denver & Rio Grande to Colorado Springs, Salt Lake and Ogden, Union Pacific to Portland, Northern Pacific, Great Northern or Union Pacific to Tacoma and Seattle, Canadian Pacific steamer to Victoria and Vancouver, Canadian Pacific through the Canadian Rockies to St. Paul, Burlington, North Western, Chicago Great Western, St. Paul System or Soo Line to Chicago, thence to New York.

In addition to the foregoing routes, for those who do not have time to stop off at any of the parks, there is the direct route between Chicago and the Pacific Northwest by the St. Paul System, the only line operating electric trains through the Northern Rockies.

Tickets reading over the foregoing routes permit side trips and stop-overs at the various stations named in the descriptions of our national parks and other scenic attractions mentioned elsewhere in detail. This year tourist tickets are on sale from June 1 to September 30, with a return limit up to October 31. The cost of a round trip from New York to California points, or to Pacific Northwest points, is now $178.86 *via* any of the direct routes, or $202.19 *via* Pacific Northwest to California, returning *via* direct routes, or *vice versa*. Lower-berth rate from New York to California or Pacific Northwest points is $35.24. These railroad rates include tax, and the lower-berth rate includes tax and surcharge.

STOPPING OFF AT CHICAGO

Chicago is the great transportation headquarters of the mid-continent. Twenty-four great railway systems, or 40 per cent. of the railway mileage of the nation, terminate here, while here is the terminal port for Great Lakes shipping, amounting last year to almost 21,000,000 tons.

The majority of transcontinental travelers in the United States must stop over at Chicago, for no through lines or cars are operated from Eastern cities direct to the Pacific coast. For such tourists Chicago has plentiful entertainment. There are almost 5,000 acres of park lands in the city proper, much of these facing the blue waters of Lake Michigan, while outside the city limits proper there is a forest preserve of more than 18,000 acres. Through these parks run 180 miles of boulevards providing a variety of motor trips. The hotels in several instances have sites quite unlike those of most big cities. Some of Chicago's finest hotels face directly on the lake and somewhat resemble in this respect the location of the mammoth structures at Atlantic City. Lake beaches, water excursions, and theaters provide attractive summer amusements.

LAKES OF WISCONSIN—MINNESOTA

Northwest from Chicago is a lake country of delight for the vacationist. Within short rail trips from the Lake Michigan metropolis there are many favorite lake resorts, such as Lake Geneva, Green Lake, Forest Lake, Winnebago, Fox, Zurich, Mendota, Beaver, and the like. Farther distant in Minnesota, however, the canoeist, the fisherman, and camper find their elysium for here resting among great forests of pine and hemlock is a vast labyrinth of ten thousand lakes.

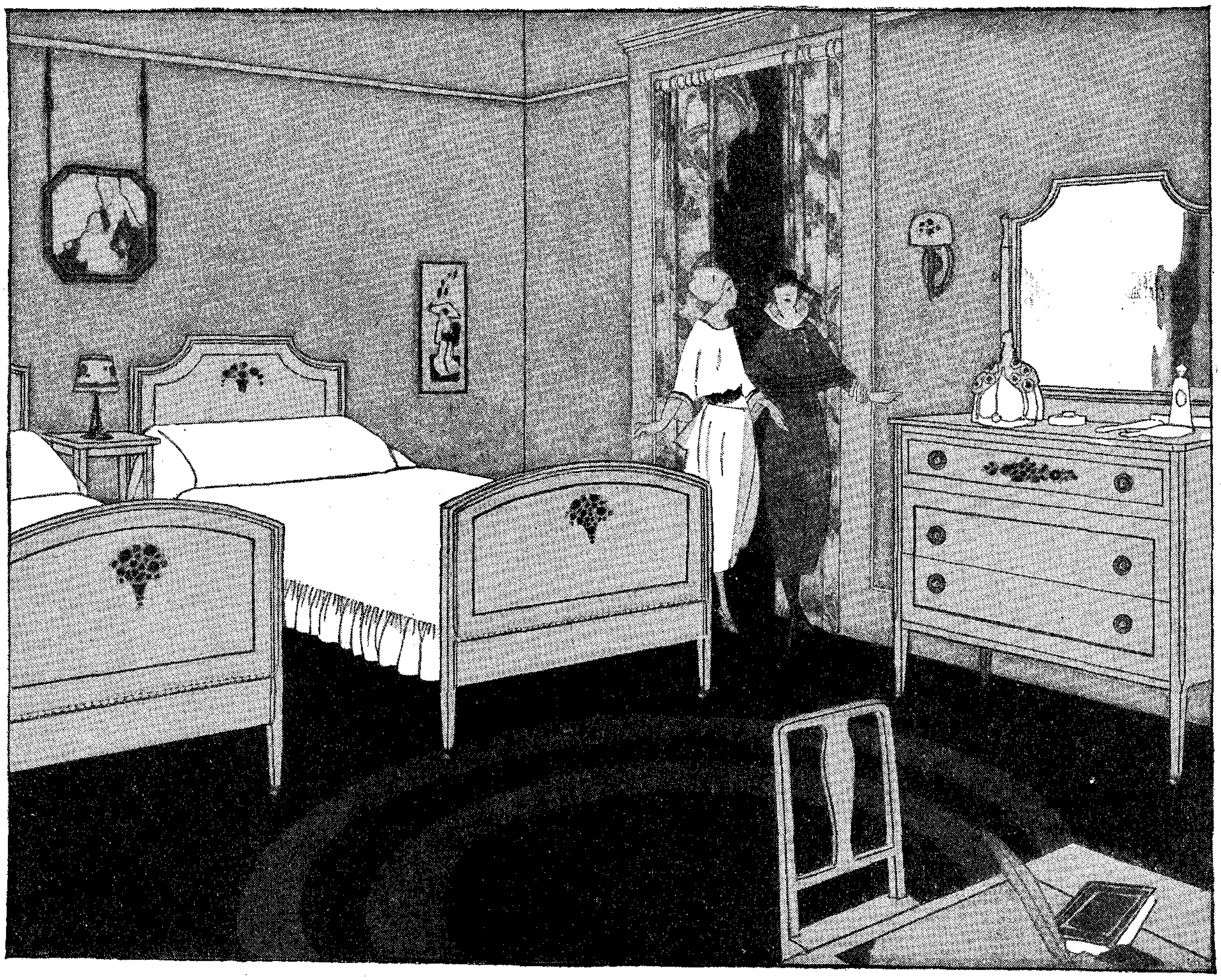
This Minnesota Lake region is divided into the North Shore Boundary Country, the Boundary and Dahlgren River Route, Kawishiwi and Isabella River Route, Fort Vermillion Brigade Route, and St. Croix River Trip. The main points of entry are by way of Duluth or farther westward through St. Paul. Details of the above routes with fish and game regulations and special advice to campers should be obtained from the Minnesota Land and Lake Attractions Board of St. Paul.

GREAT LAKES VOYAGES

Over our inland fresh-water seas extend cool summer trips, ranging from overnight voyages to the thousand-mile cruise between Buffalo and Duluth, or a passage of almost equal length between Buffalo and Chicago. On these Great Lakes routes are some of our most interesting cities and numerous popular resorts. The passenger-carrying lines provide excellent means of escaping sleeping-car discomforts in hot-weather journeys between the points covered by each.

The chief divisions of lake routes are those between Buffalo and Cleveland, with daily sailings of the Cleveland and Buffalo Transit Company's steamers; Buffalo and Detroit, by vessels of the Detroit and Cleveland Navigation Company's fleet; Detroit to Mackinac Island, St. Ignace, and intermediate ports by the same management; also between Cleveland and Detroit. Between Buffalo, Chicago, and important intermediate ports weekly cruises are made by one division of the Chicago, Duluth, and Georgian Bay vessels. Chicago, Mackinac Island, and Sault Ste. Marie are connected by Goodrich Transit Company's ships. Chicago and Duluth *via* Georgian Bay and Sault Ste. Marie is another route of weekly cruises by Chicago, Duluth, and Georgian Bay steamship. Between Sarnia, Ontario, Duluth, and important intervening ports sailings are made by the Northern Navigation fleet operated by the Canada Steamship Lines. The longest voyage on the Great Lakes, that between Buffalo and Duluth, is by steamships of the Great Lakes Transit Corporation, with calls at Cleveland, Detroit, Mackinac Island, Sault Ste. Marie, and Houghton.

All along these routes are points of varied interest. From Buffalo, Niagara is a short side trip. Cleveland, "the forest city," has numerous attractions for the sightseer. In Detroit, "the wonder city," the world's most famous motor-car factories may be visited; also her beautiful Belle Isle Park at the waterside. The Georgian Bay (described elsewhere in detail) is an island fairyland. Mackinac, "the jewel of the



A Chamber Suite of Rare Charm

New — Featured for June

Many admirers suggest that we call this "The June Bride Suite." It typifies the happy springtime of life—the friendliness of youth—vigor—cheerfulness.

Both color and form express this charm. The finish is in unique "Duck Egg Enamel" of uncommon hardness and durability. Stippled in an interblending of grey, green, and blue, it achieves a neutral tone that harmonizes with any decorative scheme.

In simplicity and grace, sturdiness, and beauty of finish, this suite well reflects the individuality and workmanship that for sixty years have given Berkey & Gay productions enduring merit. The suite will be featured during June by leading stores of the country. Ample choice is afforded by the variety of the pieces.

Berkey & Gay Furniture Company
486 Monroe Ave., Grand Rapids, Mich.

A Brochure, illustrating and describing this Chamber Suite and other Berkey & Gay Furniture, together with name of nearest dealer, sent on request.

Ask to be shown this Chamber Suite at your leading furniture store

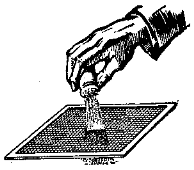
Berkey & Gay
FURNITURE

This shopmark is inset in every Berkey & Gay production. It is the customer's protection when buying and his pride ever after.

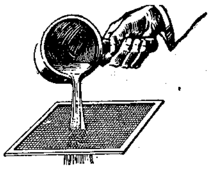
UNTIL

MONEL Rust-Proof SCREENING is in your door, window and porch screens, your screens will continue to be troublesome and expensive.

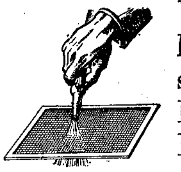
MONEL Metal Screening needs no paint protection—a natural alloy of nickel and copper, it cannot rust or corrode and is strong as steel.



SALT air, salt water spray and sea fogs cannot injure Monel Screening. On a seaside cottage at Chadwick, N. J., Monel Screening has been up for nine successive Summers and Winters, yet is still good as new.



ACID—always present in smoke wherever coal is burned has absolutely no effect upon Monel Screening. All other screening is eventually destroyed by the continuous attacks of smoke-carried acids.



WATER—rain, hail, sleet and snow simply cannot rust Monel Screening. It is Rust-Proof and need never be painted. Aside from the expense, painting gradually fills the meshes, interfering with ventilation in Summer.

IF you desire the greatest possible screen economy, *Screen With Monel* and settle your screening problem for years and years.

The name Monel identifies the natural nickel alloy—67% nickel, 28% copper and 5% other metals—produced by The International Nickel Company. Monel products include Monel blocks, Monel rods, Monel castings, Monel sheet, Monel wire, Monel strip stock, etc.

THE
INTERNATIONAL NICKEL COMPANY
67 Wall Street, New York City

The International
Nickel Company of Canada, Ltd., Toronto, Ont.

lakes," with the ancient fort, battle-field site, sugar-loaf rock, natural bridge, etc., is one of Great Lakes' most fascinating spots. The great locks of Sault Ste. Marie, portals for that vast commerce between Lake Superior and her Eastern sisters, are a source of keen interest to every tourist.

OUR NATIONAL PARKS AND MONUMENTS

Our nineteen National Parks and twenty-four National Monuments form an important part of the country's recreation facilities, to say nothing of their conservation value.

The number of people who visited these public reservations during the fiscal year of 1920 was the largest on record, 1,058,455. This was an increase of 30 per cent. over 1919 and 117 per cent. over 1917. The diversity of these tourists is indicated by the fact that there was not one of these major parks, according to the latest Government report, that was not visited during the past year by people from every State and Territory. Motor travel represents 65 per cent. of the transportation to the parks. Last year the high record was established of 97,721 cars.

It is our aim here to give a brief hint of some of the distinctive attractions of these national playgrounds and to tell how to reach them.

LAFAYETTE NATIONAL PARK

Occupying 5,000 acres on Mt. Desert Island just off the Maine coast, this is one of our newest and most attractive national playgrounds. A combination of mountains, lakes, and ocean contributes unusual picturesqueness to the Park. There are 250 miles of drives and trails on the island, and it is much in favor with motor and other camping parties.

Bar Harbor, facing Frenchman's Bay, is the chief entrance. It is connected with the mainland by ferries. Through trains from New York or Boston terminate at Mt. Desert Ferry on the Maine Central System. From this point and also from Sullivan, Hancock Point, and Sorrento on the mainland steamboat connection is made with Bar Harbor, Seal Harbor, Northeast Harbor, and Southwest Harbor on Mt. Desert coast. Motorists reach the island by bridge to the mainland, crossing Mt. Desert Narrows. Yachting, golf, tennis, mountain-climbing, fishing, and bathing are among the favorite recreations.

YELLOWSTONE NATIONAL PARK

Its 3,300 square miles, occupying a mountain-surrounded plateau of from 7,000 to 8,000 feet altitude, this, the largest of our national playgrounds, is a tourists' wonderland. Besides its scenic attractions such as the extensive lakes, canyons, falls, and peaks, there are the natural curiosities such as hot springs, geysers, mud volcanoes, and petrified forests. Wild life abounds, including bear, buffalo, elk, and mountain sheep. Last year 80,000 people entered the Park.

Situated approximately half-way between Chicago and the Pacific Northwest, the Yellowstone for many years has been a favorite stop-over on the transcontinental trip. Latterly it has become with many the objective of an entire vacation. There are many pastimes in the Yellowstone, including horseback or hiking trips over hundreds of miles of trails, fishing, boating, and motoring. The Park is open June 20 to September 15.

The three main gateways to the Yellowstone are Gardiner, Mont. (Northern Pacific), on the north; Cody (Burlington Route) on the east, with motor-stage connection via Shoshone Canyon; and West Yellowstone, Mont. (Union Pacific), on the west.

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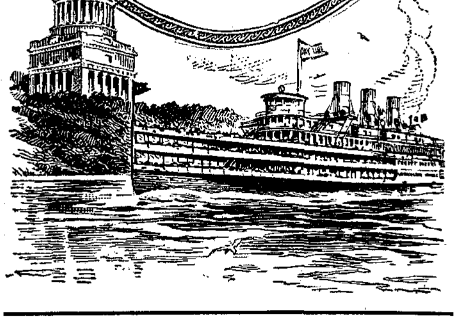

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may be arranged to include this Park. Among the more direct from Chicago are the following:

Via St Paul and the Northern Pacific to Gardiner: *via* St. Paul and Billings to Cody; or *via* Burlington Route through Omaha to Cody; *via* Denver and the Burlington Route to Cody; or *via* Colorado to Salt Lake or Ogden, thence Union Pacific to West Yellowstone. Round-trip summer-excursion tickets can be had going to one of the Park gateways, returning by another gateway.

Five-day motor-stage tours, including nine routes, originate from these three entrances. Semi-bungalow and tent buildings built into permanent camps with all conveniences and excellent hotel accommodations are available to Yellowstone visitors.

GLACIER NATIONAL PARK

With its northern border forming the international boundary in Montana, the 1,500 square miles of this Park embrace a region of glaciers, rugged mountains, streams, cataracts, and opalescent lakes. As described by Mary Roberts Rinehart, it has "the lure of the great free spaces." Excellent provision is made for those who select Glacier National Park for their vacations. Short and long saddle-horse trips, all-expense camping pack-horse expeditions with experienced guides, and combination tours with motor-stage, horse, and launch are available. Besides excellent hotel accommodations, log cottages and chalets surrounded by magnificent scenery may be rented. Glacier Park is open from June 15 to September 15.

Two main gateways give access to the Park, Glacier Park Station, the eastern and more important entrance, thirty-four hours' rail trip from St. Paul; the other, Belton, on the west, twenty-two hours from Seattle, both on the transcontinental line of the Great Northern Railway. From the eastern entrance radiate four motor-stage routes to the eastern lake region, horseback, camping, and hiking tours traversing the many trails. Tourists detraining at Belton have motor-stage connection for Lake McDonald and launch service to northern resorts on this water. From Lake McDonald numerous camping trips lead to the northern, central, and eastern regions.

ROCKY MOUNTAIN NATIONAL PARK

Bisected by the Continental Divide and within easy reach of several transcontinental routes, this is one of the most popular of our government controlled playgrounds. Its area is about 400 square miles, the altitude from 7,500 to 14,255 feet. It is distant from Chicago or St. Louis about two days' rail journey, and it is only seventy miles north of Denver. The region is one of living glaciers, mountain lakes and rivers, canyons, and fifty-one peaks of the Rockies exceeding an elevation of 10,000 feet. The Park is open June 15 to October 15. Permanent camps, saddle and pack trips, motor trips, and golf are recreations here.

While no rail lines approach the immediate limits of this Park, a chain of stations on lines to the east and southeast have connection with the main gateway at the town of Estes Park by motor-stages traversing picturesque highways.

The chief rail gateways to these approaches are Denver on the south, Cheyenne and Billings on the north. In their order from Denver the stations for the Park are as follows:

Boulder (Denver and Interurban, Union Pacific, and Colorado & Southern), with motor-stages to Estes Park *via* Boulder Cañon, Allen's Park, and North and South St. Vrain highways; Longmont and Lyons (Burlington Route and Colorado & Southern), thence motor-stages to Estes Park through the St. Vrain River Valley; Loveland (Colorado & Southern); Fort Collins (Union Pacific and Colorado & Southern), with motor transportation *via* Big Thompson Cañon.

ZION NATIONAL PARK

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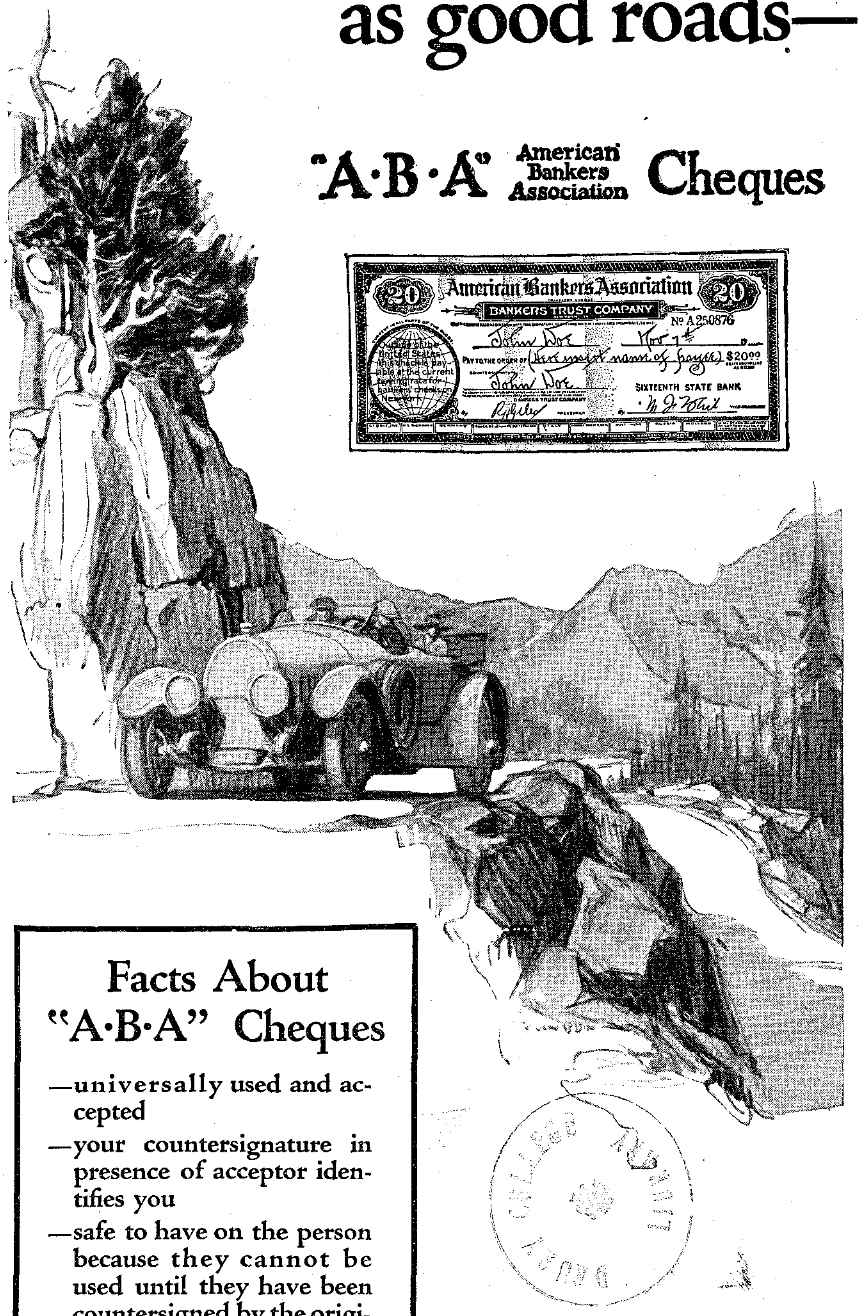

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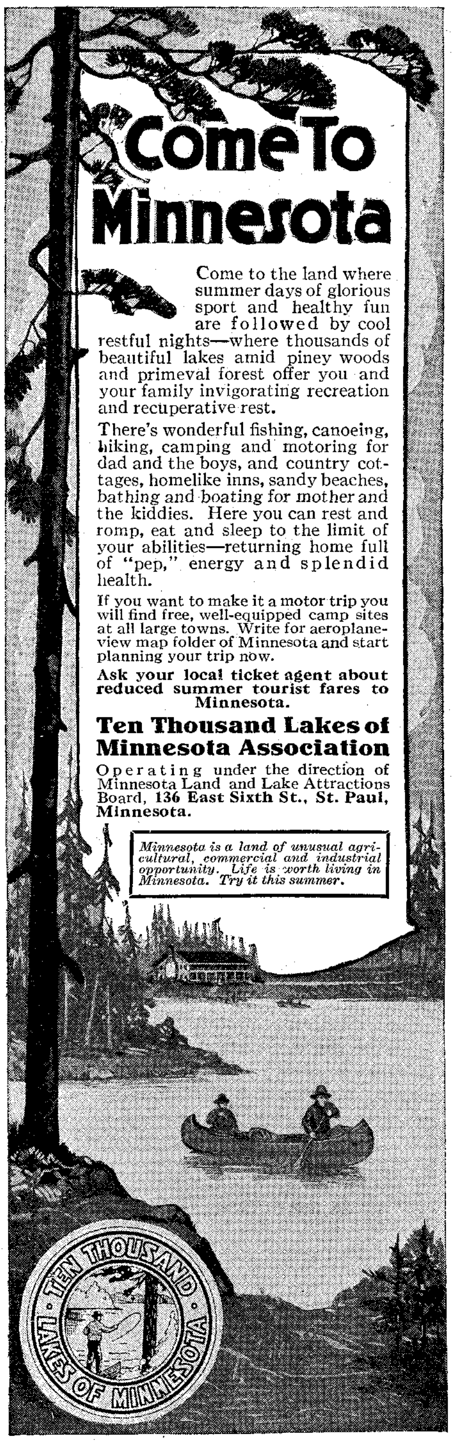

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grandeur and colorings, which they named Zion Cañon. For years afterward this natural marvel was almost unknown. Our Government has now enclosed it within a reservation of 76,800 acres and made it accessible through construction of a one-hundred-mile motor road. The season is from June 1 to September 30.

The approach is by motor-stage from the station of Lund on the Los Angeles and Salt Lake System, 243 miles from Salt Lake, 470 miles from Los Angeles. Motor-stages leave Lund daily for Wylie Camp, within the Cañon, the trip occupying a day's time. Motor-stage service from Lund, including Zion National Park, Bryce Cañon, a masterpiece of natural coloring, and the north rim of Grand Cañon National Park is now available.

MESA VERDE NATIONAL PARK

In order to preserve for present and future generations America's most interesting buildings of a prehistoric civilization, our Government has set aside 48,966 acres in the southwestern corner of Colorado. Here beneath the overhanging rocks of one of many cañons which gash the mesa's flat top the visitor may inspect the Cliff Palace, which contained two hundred rooms. He may see, besides, the watch-tower, spring-house, sun-temple, rock-hewn steps, pottery, and innumerable other traces of that mysterious unknown race which centuries ago lived and builded here and then came to eternal end. Tourist accommodations at Mesa Verde Park are provided at Spruce Tree Camp. Visitors should be provided with hiking clothes. The season is from June 1 to September 30.

The approach to this National Park is by motor-stage over the government twenty-five-mile highway from Mancos, Col., a station 500 miles from Denver on the Denver & Rio Grande "Around the Circle" route. This "Circle" tour begins at Denver, including Colorado Springs, Pueblo, Royal Gorge, Marshall Pass, Ophir Loop, Mancos (side trip to Mesa Verde Park), Cumbres (Continental Divide), Toltec Gorge, La Veta Pass, etc., to Denver. At least thirty-six hours should be allowed for a visit to this Park.

GRAND CAÑON NATIONAL PARK

In this mighty chasm through the vast depths of which flows the Colorado River, in Arizona, is provided one of the most spectacular and impressive natural wonders of the world.

A walk or drive along the Hermit Rim Road discloses from above the overwhelming panorama of the gorgeous-hued chasm, with the silver thread of the river, 5,000 to 6,000 feet beneath. The reverse aspect is equally impressive and may be enjoyed by descending one of the four dizzy trails, Bright Angel from El Tovar, Hermit from Hermit Basin, Grand View from Grand View, and Bass from Havasupai Point. Saddle-horses and mules thoroughly trained for the trails, with experienced guides, are available. Camp accommodations make it possible to spend a night in the Cañon's depths. One of the most comprehensive trips embraces the Hermit Rim Drive, Hermit Trail trip, with a night spent on the floor of the Cañon.

The rail and main approach is at Grand Cañon Station on the southern rim, the terminus of a branch line of the Santa Fe system extending northward sixty-four miles from Williams on the main line. On the transcontinental trip westward Grand Cañon is about two and one-half days' journey from Chicago and eastward it is about twenty hours' trip from Los Angeles. Through Pullman service is operated direct to the Cañon, where an adequate stop-over will reward the tourist. The north rim may be reached *via* motor-stage from Lund, Utah (Los Angeles and Salt Lake System), a point at which tourists also begin their motor-trip to Zion National Park.

PETRIFIED FOREST MONUMENT

Remains of the forests which grew at some prehistoric time in Arizona and are now preserved to us in petrified form are enclosed in a government reservation of 25,625 acres. These wonderful formations of the Navaho country are found in three distinct groups. The first forest is noted for its brilliant colorings; the second has countless trees intact; the third contains the most gigantic specimens some 200 feet in length. All excepting the third may be visited by motor from Adamana, a station on the Santa Fe's main line. Distant only 150 miles east of Williams, the diverging point for the Grand Cañon, this monument forms an attractive stop-over on the transcontinental trip.

SEQUOIA AND GENERAL GRANT NATIONAL PARKS

Situated south of the Yosemite on the western slopes of the Sierras in central California, these reservations include forests estimated to contain more than a million sequoias, or "big trees," as they are popularly termed. In Sequoia National Park stands the largest and oldest tree in the world, "General Sherman," towering 280 feet, its diameter more than 36 feet, and its age 4,000 years. In General Grant National Park is the second largest and oldest tree, named "General Grant." Besides the shaded aisles of the mighty forests, the scenery is superb, and there is plentiful wild life, including elk, deer, bear, and myriads of birds.

Sequoia contains 161,597 acres, and General Grant National Park 2,536. The altitude of the former is from 1,000 to 11,000 feet; of the latter 5,000 to 7,000 feet. The season is from June to the middle of October.

The approach to each of these parks is by motor-stage over picturesque mountain roads. Sequoia National Park is reached from Exeter and Visalia (Southern Pacific and Santa Fe Systems), a day's trip from San Francisco. Thence an electric line is taken to Lemon Cove, and from here motor-stage (40 miles) to Grant Forest with hotel camp accommodations. General Grant National Park is entered by motor-stage from Sanger, Fresno, and Visalia (Southern Pacific or Santa Fe) to General Grant National Park P. O. (46 miles), where accommodations are provided by General Grant National Park Camp and cottages. Connecting these two parks is a 30-mile horse trail. Saddle-horses, guides, and motor-stages are available.

YOSEMITE NATIONAL PARK

In the high Sierras of eastern California, at altitudes from 4,000 to 9,000 feet, the 1,124 square miles of this famous Park embrace a region of exceptional scenic wonder. Distant only 145 miles from San Francisco, and within easy reach of several transcontinental routes, the Yosemite is accessible to all Pacific coast tourists. A tour of the Park, or better, an entire vacation spent within its limits, will satisfy those who delight in a land of falling waters, granite peaks, and forest monarchs.

Whether it is the sky-cleaving El Capitan, bulking larger than the Rock of Gibraltar, the Cathedral Rocks, with images inverted in the lake beneath, the three Yosemite falls, dashing down 2,350 feet, the great trees, oldest of all earth's living things, or a thousand other wonders, nature on every hand provides a wealth of interest and charm.

A network of mountain trails radiate from Yosemite Valley providing a variety of hiking and horseback tours. Free public camp sites and numerous paid camps are available, with excellent hotel accommodations for those who do not wish to

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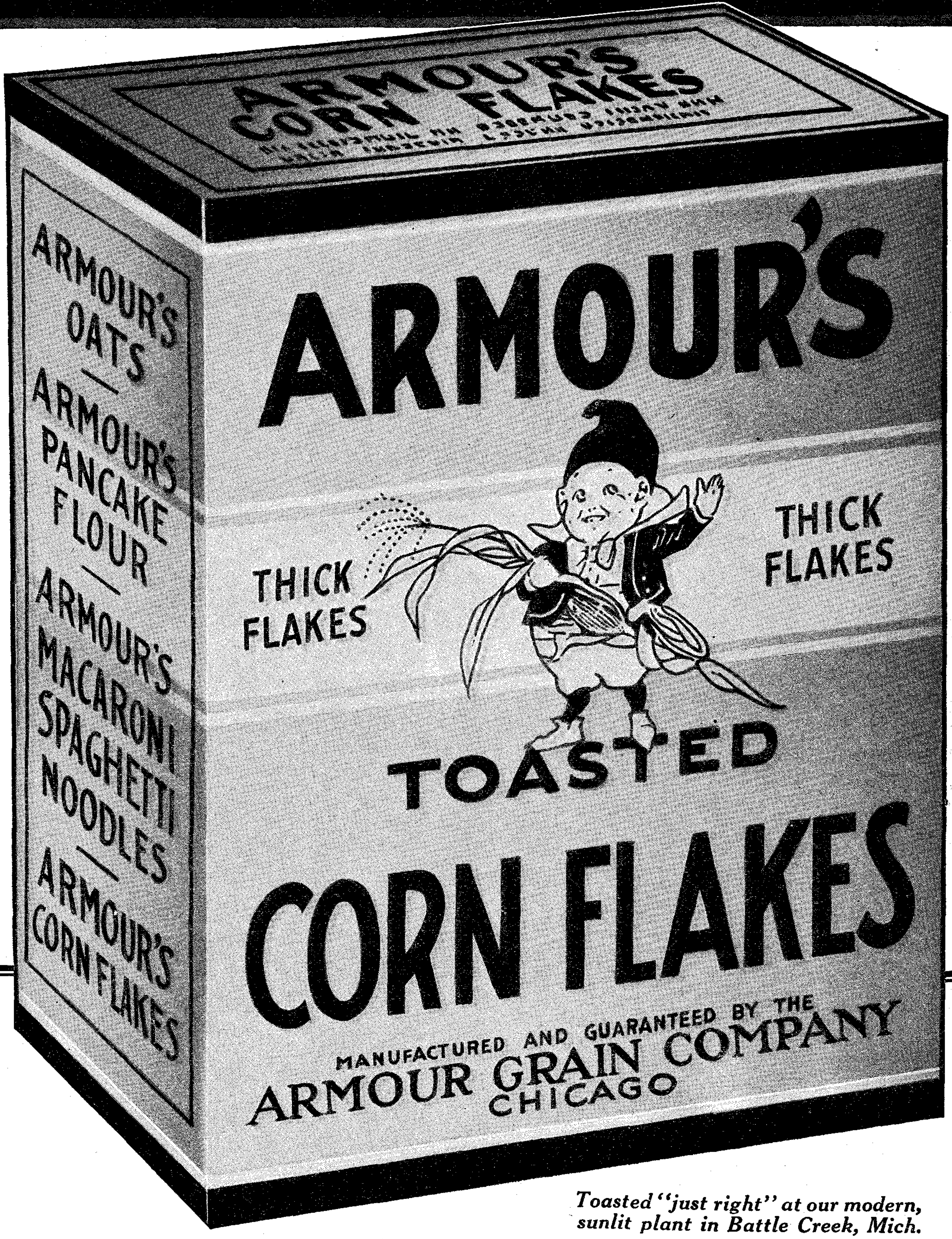
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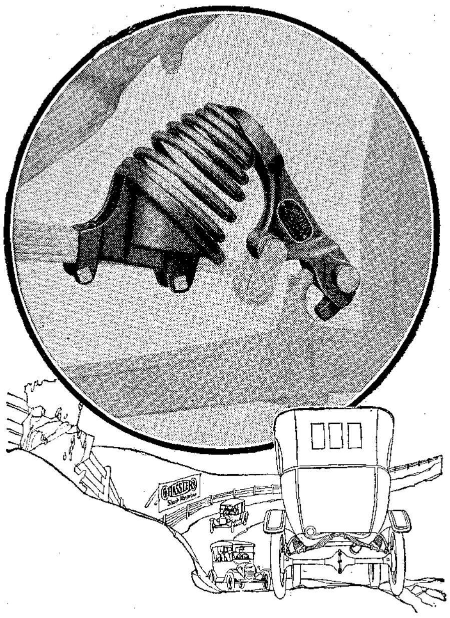

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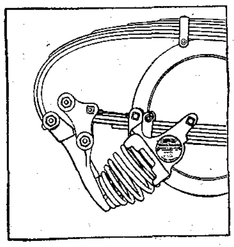

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The rail approach to the Park is from Merced, on the Southern Pacific and Santa Fe Systems, thence by Yosemite Valley Railway 78 miles to El Portal, the western and main gateway. Sixty miles of this distance is beside the Merced River through Merced Cañon. From El Portal motor-stages follow the Yosemite Valley to Yosemite Village. An alternative route to the Park from Merced, available during the summer months, is from Merced by motor-stage to the southern or Wawona entrance. This road leads to the Mariposa Grove of Big Trees. After an overnight stop at the Wawona Hotel this trip may be resumed to Inspiration Point and Yosemite Village, with side trip to Glacier Point.

CRATER LAKE NATIONAL PARK

In southwestern Oregon on the crest of the Cascades, about midway between San Francisco and Portland, is this scenic treasure, enclosing 249 square miles at elevations from 5,000 to 9,000 feet. In its center, occupying the immense crater of a prehistoric volcano and surrounded by precipitous cliffs, are the sapphire waters of Crater Lake, more than 2,000 feet deep.

The splendor of this lake and its mountain surroundings may be viewed from many vantage-points from the Rim Road, which encircles the water a distance of thirty-five miles, or from launches.

The mileage from Medford is eighty-one; from Klamath Falls, sixty-two. Tourists may enter by one gateway and leave by the other. Tramping and horse trails, motor and row boats for fishing, launch trips, motor-rides over the Rim Road are among the recreations. The season is from July 1 to October 1.

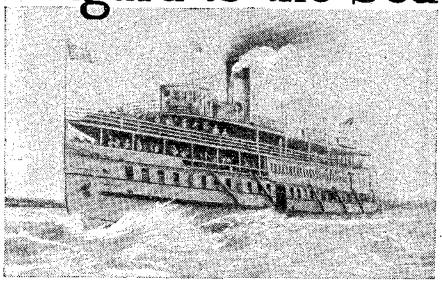
The approach to Crater Lake National Park is from Medford, Oregon, on the Southern Pacific System, 444 miles north of San Francisco and 328 miles south of Portland, or from Klamath Falls, on another division of the same road, 436 miles from San Francisco. From each of these points motor-stages are operated to the Park. The Medford road climbs through the cañons and forests of the Cascades; the Klamath road for eighteen miles follows the shores of Upper Klamath Lake and the cañons beyond. Both converge at the Park headquarters, Anna Springs Camp, where living accommodations are afforded.

MOUNT RAINIER NATIONAL PARK

In Washington, not far distant from Tacoma or Seattle, are the 207,360 acres of this Park. It encloses the summit, slopes, and region surrounding the snow-clad sentinel of the north Pacific coast, Mount Rainier, a long-extinct volcano towering 14,408 feet above sea-level. From all sides of this great formation radiate, like the spokes of a wheel, scores of glaciers, in the lower altitudes turning into rivers and streams. In these lower altitudes there are acres of most brilliant wild flowers and forests of rare charm. From Longmire Springs are numerous side trips, including the notable Nisqually Glacier. From Paradise Valley the Paradise Glacier may be visited, and from here the ascent of the mountain is made with guides. More than 150 miles of horse and foot trails have been opened in this Park, leading to all points of interest. The Mount Rainier season is from the middle of June to the middle of September.

The rail station for the Park is Ashford, fifty-five miles south of Tacoma and ninety-three from Seattle. Thence the tourist travels by motor-stage six miles to the Nisqually River entrance, at the southwestern corner of the Park, a few miles farther within the Park stopping at Longmire Springs, or continuing on to the end of the motor road at Paradise Valley. At both points

Niagara to the Sea



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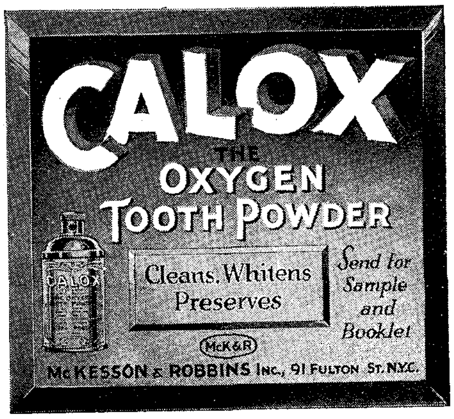
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are inns and camps. Through trips to the Park from either Seattle or Tacoma may be made by motor-stages.

HAWAII NATIONAL PARK AND HAWAIIAN ISLANDS

This Park, which will be dedicated formally early in July, contains three wonders of the Hawaiian Islands, United States mid-Pacific territory, three of the world's most impressive volcanoes; Kilauea (17,290 acres) and Mauna Loa (37,200 acres) are on the Island of Hawaii; Haleakala (20,175 acres) on the Island of Maui.

Honolulu, Island of Oahu, crossroads of the Pacific steamship lanes, is a picturesque city at the terminus of routes from the mainland.

Contrary to frequent misconception, these islands are as much American territory as any State of the Union; also they are a year-round resort, an attractive objective for the summer as well as the winter vacation. The summer temperature seldom mounts above 86° F., and the blossoms, flowers, fruits, hedges, and vines are then in their brightest garb. Bathing, surf-riding, and all outdoor sports are also especially delightful at this time.

With Honolulu as a travel base there are attractive trips by motor or rail around the Island of Oahu, while the city itself, with its famous seashore resort, Waikiki Beach, has much interest.

A few hours' sail from Honolulu brings the tourist to the Island of Maui, Wailuku county seat, thence by motor-car and horseback to the National Park area, which includes in its midst the great volcano Haleakala, 10,000 feet in altitude, its crater eight miles in diameter and 3,000 feet in depth. Haleakala is the largest extinct crater in the world.

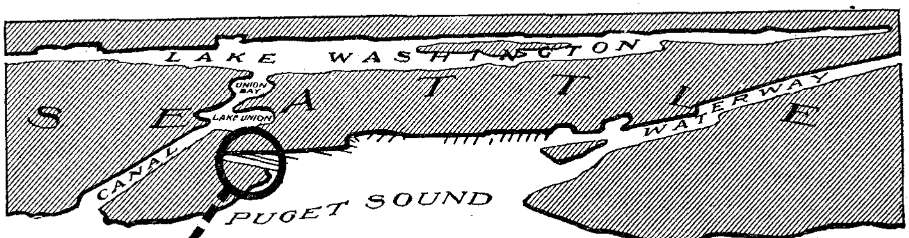
An overnight voyage from Honolulu leads to Hilo, county seat of the Island of Hawaii, the second city of the territory, a beautiful thriving city by the sea, itself surrounded by and including several points of interest, such as Cocoanut Island, Rainbow Falls, etc. From this port the active volcano of Kilauea, with its vast lake of molten lava, one of the world's most wonderful sights, is reached by a thirty-mile motor ride through a remarkable fern forest. From Kilauea the trip may be continued by horseback to the semidormant volcano, Mauna Loa, towering 13,675 feet above sea-level. All of these volcanoes are within National Park areas, and with their higher altitudes provide especially invigorating climate. A side trip through scenery of extraordinary grandeur may be made by rail from Hilo to Paauilo. The whole island is encircled by a good auto road traversing unique sights.

The Island of Kauai, smallest of the group, ninety miles from Honolulu, Lihue county seat, is noted for its scenic charm and natural wonders, chief among which is Waimea Cañon and Hanalei Bay.

NATIONAL MILITARY PARKS

The great battle-fields of the Civil War have been preserved as national territory through the creation of several parks.

Chickamauga and Chattanooga Parks in Georgia and Tennessee, with an area of 6,543 acres, enclose the battle-fields of Chickamauga and Missionary Ridge. Chattanooga is an important rail center on the Southern Railway. Antietam Battle-field, a fifty-acre park in Maryland, is the scene of that memorable conflict. Antietam is on the line of the Norfolk & Western Railway. Shiloh, with 3,546 acres in Tennessee, commemorates this great battle. The approach



SEATTLE'S INCOMPARABLE HARBOR

From published interview with PROF. COLLIER COBB, one of America's foremost geologists with an universal reputation as a student of harbors.

"Puget Sound is America's greatest maritime asset. The conditions there for opening a great world port are beyond comparison."—P. H. W. Ross, President National Marine League of U. S. A.

By C. T. CONOVER

Seattle's wonderful harbor—194 miles of salt and fresh water frontage with no dredging, no filling, no pilotage, no towage—was not a freak of nature but clearly a part of an all-wise plan—a provision for a world center of commerce and industry.

It commands the most lavish wealth of vital basic resources assembled on the continent.

It is the nearest Pacific port to the Atlantic Seaboard and to the Orient as well—and the nearest American port to the vast wealth of Alaska.

Tributary is one-sixth of the nation's waterpower and practically the only coal in the Pacific States.

It has the best climate in North America.

An advantage of 20 per cent in manufacturing costs due to climate

Abundance of pure water.

The world's health record.

An unconquerable force known as the Seattle Spirit.

A peculiarly virile and progressive citizenship.

A scenic environment unparalleled.

Seattle is in her early youth. The big chances are ahead. There is your pre-eminent opportunity with a new industry, a branch factory, in foreign trade, agriculture, horticulture, dairying or lumbering.

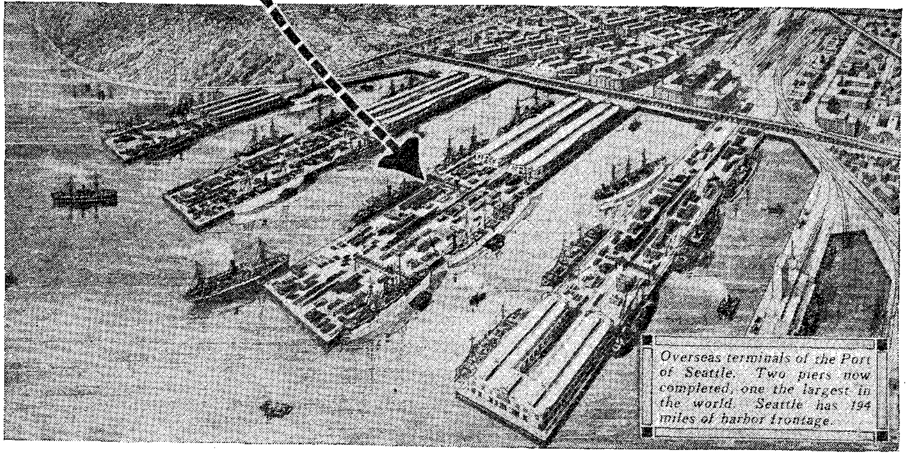
Write for "Seattle the Seaport of Success" and lay your problem frankly before us.

"Never have I seen such a harbor. On a tour studying the chief harbors of the world what was meant to be a few days' hasty visit here has been lengthened into six weeks of intensive study. Your harbor, unmatched on this continent, was carved out by glacial action less than 2000 years ago. Perhaps in 10,000 years your descendants will have to start dredging just as New York, San Francisco and other harbors have to today, but until then, do not worry. Your harbor will get better with the centuries. This is not true of any other harbor in the world. . . .

"Nature must have ordained that here should be the trade center of the Pacific and the trade center of the world within the 20th century—here at the world's great crossroads between the East and the West, North America and Eurasia, between North and South, Alaska and South America. The very differences on which world commerce depend are more marked in the case of Seattle than in that of any other city on the globe. . . . Nowhere else is the soil so deep, for I have found in Seattle's front yard glacial drift 900 feet deep. Yours will never be a problem of worn-out soil. Incidentally Los Angeles may "shimmy" with earthquakes and San Francisco may get another one, but Seattle, set on the deepest glacial drift yet discovered, has a shock absorber which makes the city immune for all time."

Seattle Chamber of Commerce & Commercial Club

Publicity Bureau *901 Arctic Building* *Seattle, Washington*



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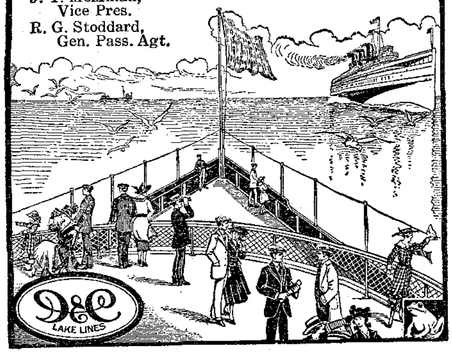

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is from Corinth, reached by four southern trunk lines, thence by government motor road. Gettysburg, in Pennsylvania (Western Maryland system and Gettysburg & Harrisburg Railway), has 2,451 acres embracing scenes in the crucial battle of the Civil War. Vicksburg Park, Mississippi, with 1,323 acres, is of interest as enclosing the scene of the siege and surrender of this place in 1863. The city of Vicksburg is the gateway.

SOME CALIFORNIA ATTRACTIONS

California, with its Pacific Riviera, its mountains, forests, and high-altitude lakes, is a playground by no means restricted to the winter season.

A visit to the National Parks within the golden State, Yosemite, Lassen, General Grant, and Sequoia (described elsewhere), or a trip to Tahoe will reward the tourist, while the seashore cities and resorts are ever tempting.

On the southern transcontinental routes the traveler is brought to Los Angeles or San Diego. From the former city are numerous attractive side trips including that to Santa Catalina Island. In San Diego the visitor will find one of the most attractive cities on the Pacific coast, with the famous Coronado Beach at its front door. A few miles south and less than a half-hour by automobile lies Tia Juana, a city of old Mexico. The transition from modern San Diego to this old town, with its gorgeously uniformed army, its cockfights, race-tracks, and gambling-halls, is a remarkable experience.

Then there is Santa Barbara and Del Monte, with their effective ocean settings, and fascinating San Francisco, with its multitide of attractions, including side trips to the Muir Woods, with its wonderful big trees, to the top of Mount Tamalpais, overlooking the Golden Gate, by the "crookedest railroad in the world," and to the various summer resorts immediately south of the metropolis. Transcontinental and ocean routes to and from California are described elsewhere.

DENVER AND COLORADO SPRINGS

These two cities are the gateways to many of our most accessible scenic wonders. Being important rail centers about midway between Chicago and the coast, they are favorite points of stop-over on the transcontinental trip. Each is in itself an interesting city with imposing mountain scenery adjacent. To even list all of their attractions and surrounding territory would be impossible within these space limitations. Among the more famous side trips, however, are the following:

From Denver to Rocky Mountain National Park (full description elsewhere), the famous Georgetown Loop trip, Platte Cañon, Garden of the Angels, etc. From Colorado Springs to Pike's Peak, Garden of the Gods, Crystal Park, Sky Line Drive, Cave of the Winds, etc.

Denver is on the Burlington Route, Rock Island, Santa Fe, Union Pacific, Denver & Rio Grande, and Colorado & Southern Systems, and Colorado Springs is reached by the lines of the Rock Island, Santa Fe, Denver & Rio Grande, Colorado Midland, Colorado Southern, and the Cripple Creek Short Line.

VISITING THE PACIFIC NORTHWEST

The region bordering the Pacific Ocean, including British Columbia, Washington, and Oregon, usually designated "the Pacific Northwest," is described aptly by a recent writer as "a country of green mountains, dazzling, snow-tipped peaks, of grass, moss, and fern, which knows neither the barrenness of winter nor the brownness of summer . . . the most restful and soothing climate in the world." Besides its natural attractions the enterprising cities of this territory are important clearing-houses for ocean and land travel. The transcontinental trip which is routed one way *via* the Pacific Northwest is most popular for summer tourists. This region, with 15,000 miles of excellent motor highways, affords many delightful motor tours.

In British Columbia is the rapidly growing port of Prince Rupert, western terminus of the Grand Trunk Pacific System. Southward is Vancouver, the commercial center of the province, terminus of the Canadian Pacific Railway and the port for this system's Ocean and Alaskan Steamer Service. Vancouver is also the Pacific terminus of the Canadian National Railways. Victoria, its near neighbor, is typically English.

Seattle, with its ample harbor on Puget Sound, is the most important port and rail center of the Pacific Northwest. It is one of the most important ocean gateways to Alaska and also one of the nearest ports to the Orient for ships traversing the northern short route across the Pacific. Here terminate several great railway systems, including the Northern Pacific, Chicago, Milwaukee & St. Paul, Union Pacific, and Great Northern. Seattle is surrounded by lakes and backed by snow-capped mountains. Her harbor has the distinction of being both salt and fresh water. Vessels may pass through a ship-canal leading from the Sound to Lakes Union and Washington, the fresh water removing all sea growths from their hulls.

Portland, "the rose city," is also an important port and rail approach to the coast. It is reached by the Northern Pacific, Great Northern, and the Union Pacific System, and is the northern terminus of the "Shasta Route" of the Southern Pacific from San Francisco. Visitors to Portland should not miss the famous motor trip over the world-famous Columbia River Highway.

Tacoma, one of the gateways to Rainier National Park, has a harbor and mountain setting of unusual attraction. Coastwise and transpacific ocean service to or from the Pacific Northwest is described elsewhere.

TRIPS TO ALASKA

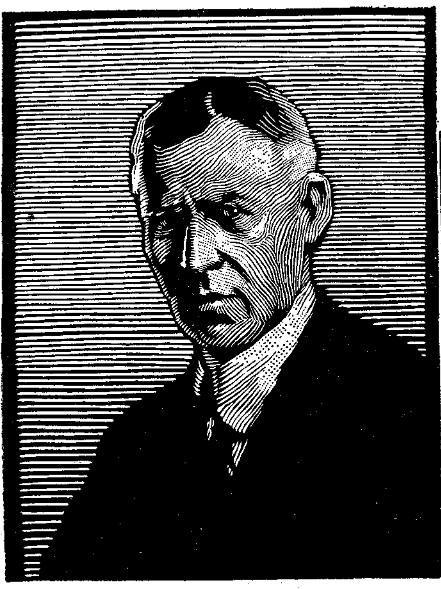
A trip into the vast solitudes of our most northern empire is an experience not to be duplicated elsewhere on the continent.

The tourist gateway is Skagway, reached after a thousand-mile sail from Seattle or Vancouver through the island-dotted waters of the Inside Passage. Here the White Pass and Yukon Railway carries the traveler up the route of the famous gold-rush trail to White Horse, the navigation head of the Yukon. If time permits, a stop-over should be made *en route* at Carcross for the fascinating side trip to Atlin Lake and the great Llewellyn Glacier.

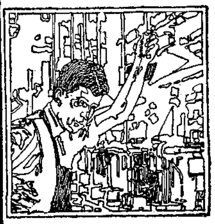
At White Horse the trip may be continued by boarding a Yukon River steamer down the rapids and through the rocky gorges to Tanana, where the steamer turns up the Tanana River, finally reaching the enterprising city of Fairbanks.

For those who would penetrate still farther the superb Alaska scenery, a three-hundred-mile motor trip may be taken down the Richardson Trail to Chitina, thence by Cooper River and Northwestern Railway to the port of Cordova with steamship service back to Seattle. Alaskan steamship service is

THE SCIENTIFICALLY BUILT WATCH

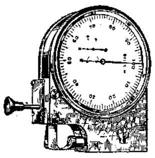


OLAF OHLSON
Inventor and Master Watchmaker

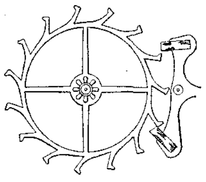


ACCURACY

The Various Dimensions of the Escape Wheel must not vary One Half-Thousandth of an Inch



Jaw Gauge



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DIVIDE an inch into two thousand parts and you have the limit of measurement variation allowed by Waltham in making this important wheel.

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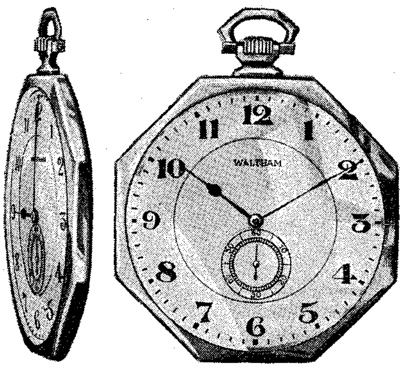
The Waltham Watch contains more fundamental superiorities in its "works" than any other watch in the world. When you buy a Waltham your investment is protected and you are assured of a life-long satisfaction.



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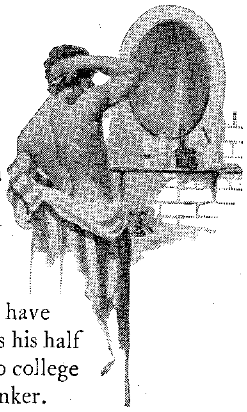
Jim Henry's Column

Poor Man



WHY must a man always get the short end? The family goes to the country and he stews in the city. The kids must have party shoes and he gets his half soled. The boy goes to college and he goes to his banker.

When we invented Talcum forty odd years ago, why did we have to call it a baby powder? If we had only realized that a man's hide is just as sensitive and irritable as a baby's, we could have sold it for general family use, and generations of men wouldn't have been deprived of skin happiness.

Think of the irony of it. As a result of our initial mistake, approximately 97 million babies have started life with comfortable skins, but as soon as they escaped from their nurses have had to finish out their lives with scratchy, itchy, irritated skin.

For, of course, a big he-man would be ashamed to sprinkle baby powder all over himself after his bath, even though he knew it would prevent chafing, keep his clothes from sticking to and rubbing his skin and make him feel cool and snappy all day.

You see, Talcum is simply what is called a dry or mechanical lubricant—sort of a protective film.

Just to demonstrate this scientific fact and with no idea of adopting so babyish a habit, why not borrow the kid's can of Mennen Borated Talcum, lock the bathroom door and take a Talcum shower?

No one will ever know, and you'll enjoy at least one day without an itch.

Of course, a lot of men use Mennen Talcum for Men after shaving, because it doesn't show like a white powder, but Mennen Borated is the kind to use on the body.

You can buy Mennen Borated Talcum at any druggist for a quarter but if you would rather investigate first, send me 15 cents and I will mail samples of Mennen Borated Talcum, Kora-Konia and Shaving Cream It's a good buy.

Jim Henry
(*Mennen Salesman*)

THE MENNEN COMPANY
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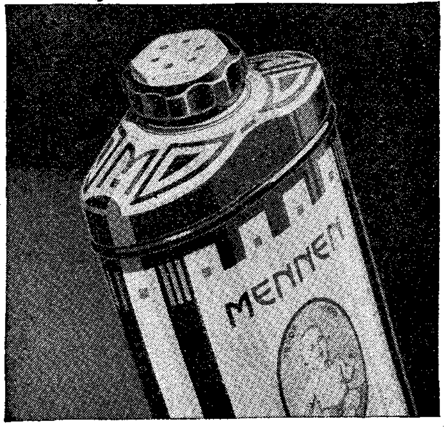

described elsewhere under the heading, "Coastwise Trips East and West."

VOYAGES ACROSS THE PACIFIC

The impetus given to transpacific passenger traffic by the war continues in peacetimes. Increasing commercial interests in the Orient call for many business trips from the Pacific coast. Tourist possibilities of the Orient are becoming better appreciated each year. To visit Japan or China is to enter a different world. Hawaii is a land of fascination. The lure of the South Sea Islands, made famous by Stevenson and perpetuated by many recent writers, casts its spell over all Pacific voyagers who disembark at their palm-fringed shores.

The ocean lanes leading from our coast follow three general courses: the northern and short route from Seattle, Victoria, or Vancouver direct to Japan, the middle route to the Orient from San Francisco intersecting Hawaii and Manila, and the southwestern lanes from Vancouver or San Francisco to the South Sea Islands, New Zealand, and Australia.

For Hawaii weekly sailings from San Francisco are made regularly by the Matson Navigation Company's steamships, while the same line is operating two vessels at five-week intervals between Baltimore and Hawaii *via* Panama Canal, Los Angeles, and San Francisco. Hawaii may be reached also on the regular transpacific trips of the Pacific Mail Steamship Company or on the San Francisco-Manila-Calcutta run of the same management. The Oceanic S. S. Company's vessels between San Francisco and Sydney call at Honolulu, as do those of the Canadian-Australian S. S. Company between Vancouver and Sydney.

This year voyages to the Orient may be made by five well-appointed U. S. Shipping Board steamships, operated by the Admiral Line (Pacific Steamship Company), sailing over the short northern route from Seattle and Victoria for Yokohama, Kobe, Shanghai, Hongkong, and Manila. The same line is operating a series of "Around America" excursions and also its regular Alaskan coast service described elsewhere. For Japan and China ports from Vancouver or Victoria also steam the ships of the Canadian Pacific fleet. Seattle is also the eastern terminus of the Nippon Yusen Kaisha (Japan Mail Steamship Company). From San Francisco tourists for Japan or China may embark on ships of the Pacific Mail Steamship Company (American register), the Toyo Kisen Kaisha (Oriental Steamship Company), and the China Mail Steamship Company (under the American flag).

For Tahiti, Rarotonga, New Zealand, and Australia over the southwestern route steam the vessels of the Union Steamship Company of New Zealand. For Samoa and Sydney from the same port clear the Oceanic Steamship Company's ships. For the Fiji Islands, New Zealand, and Australia, from Vancouver and Victoria sail the Canadian-Australasian liners.

SUMMER RECREATION IN CANADA

The international boundary forms no barrier to the summer tourist living either north or south of its dividing line. Each year the interchange of visitors assumes larger proportions. No passports are required in passing from one country to the other, and the customs regulations are simple.

CANADIAN PARKS AND RESERVES

In Canada, as in the United States, vast areas have been set apart for the peoples' enjoyment or for the conservation of natural resources. Dominion National Parks comprise a total area of 8,948 square miles; Provincial Parks embrace 13,041 square miles; National Forest Reserves protect the immense total of 35,938 miles. All of these regions, under governmental control, are open to the summer vacationist. Camping, fishing, etc., are permitted under simple regulations.

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You can cover this territory more economically and effectively from a Factory Branch or District Office at Omaha.

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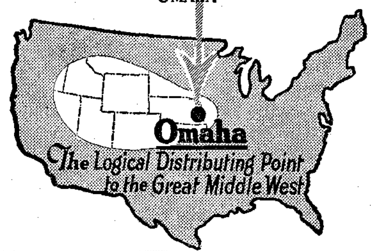

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In the Maritime Provinces are several parks enclosing historic ground, such as Fort Howe at St. John, New Brunswick, and Fort Anne at Annapolis Royal. Quebec has the immense total of 174,064 square miles devoted to National Parks and Forest Reserves. Among the largest of the parks are Laurentides, Gaspé, Peribonka, Laurentian, and among the most extensive forest reserves are Rimouski, Saguenay, Labrador, Ottawa, and St. Maurice. Ontario has a total of more than 20,000 square miles of National and Provincial parks and forest reserves, including among the largest Temagami, Mississaga, Nipigon, Quetico Reserves, and Algonquin Provincial Park. Among British Columbia, Saskatchewan, and Alberta Parks are the Rocky Mountains, Yoho, Glacier, Jasper, Waterton Lake. In British Columbia, besides several provincial parks, there are Mount Robson and extensive forest reserves.

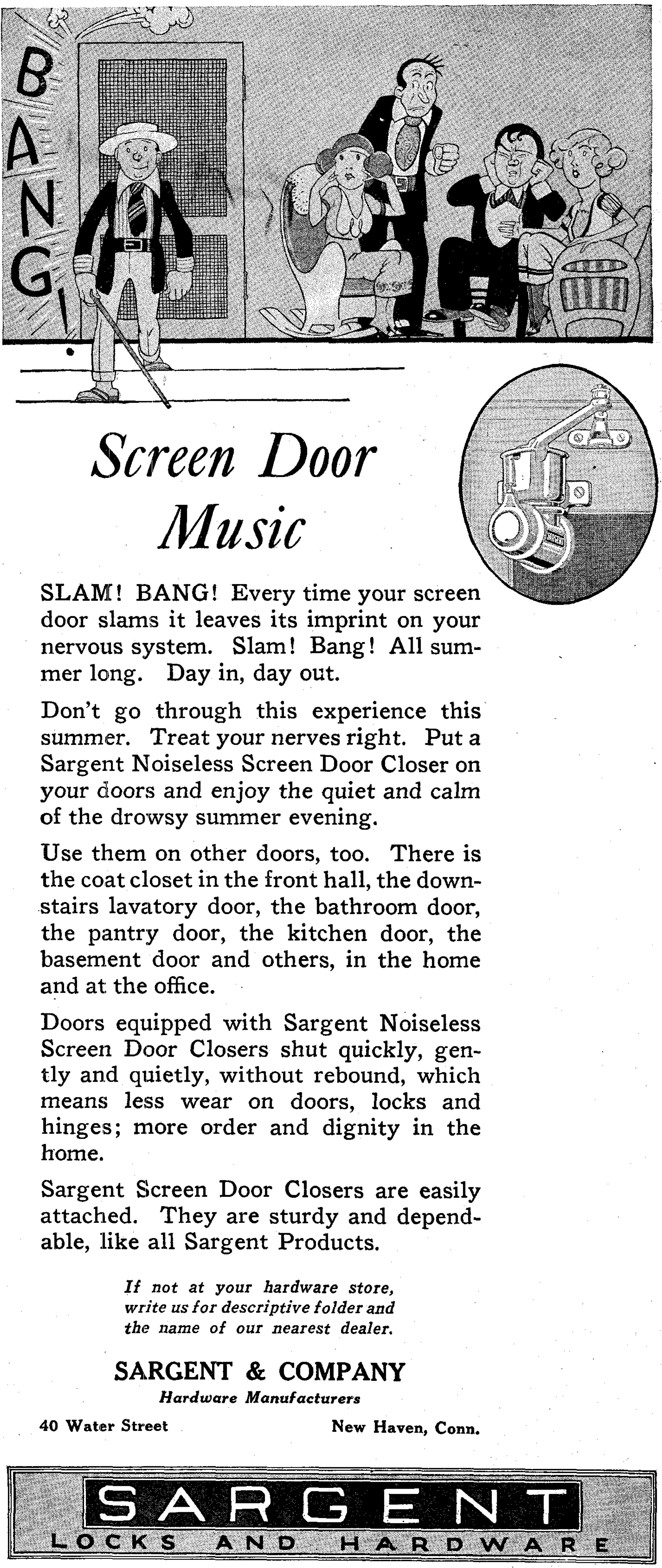
EVANGELINE'S LAND AND BEYOND

In the Maritime Provinces of Canada are diversified vacation regions. Here the ocean, great salt-water bays, fiords, smiling countrysides, mountains, rivers, and streams provide attraction in variety for sportsmen or seekers of rest. Besides these natural attributes, history and romance lend additional charm.

Nova Scotia, with its immortal Grand Pré, its Acadian orchard lands, its ancient Annapolis Royal, its green meadows of Minas, has been in favor with generations of vacationists. Cape Breton Island, where may be still visited remains of the great fortress Louisbourg, built by the early French, with its delightful inland salt-water lakes, Bras d'Or (Arm of Gold), and hills, resemble the Scottish Highlands. The chief approaches to Nova Scotia are at Yarmouth, Digby, and Halifax. Yarmouth is connected with Boston by direct steamer service of the Boston and Yarmouth Line. Digby is connected by steamer across the Bay of Fundy with the Canadian Pacific System at St. John. Halifax has connection with the Canadian National Railways and through them with the New England rail lines. Nova Scotia resorts are accessible by Dominion Atlantic and Canadian National lines.

New Brunswick appeals particularly to those whose inclinations lead them into the heart of nature. Here is a region of rivers, lakes, streams, and forests, pre-eminently a sportsman's country. To the north of the Province proper is the Gaspé region and the huge Bay des Chaleurs into which flow sixty rivers. Here, too, is Perce Rock, that mighty sentinel of the St. Lawrence Gulf. In the center of the Province is the wild valley of the Miramichi River; Fredericton, whence hunting and fishing expeditions set out for the waters of the upper St. John; and in the south the principal port, St. John, with its famous reversing falls. On the Bay of Fundy is the Province's famous resort, Saint Andrews-by-the-Sea, the Newport of Canada, with a golf course almost as famous as its namesake in Scotland. Canadian Pacific and Canadian National railways with their United States rail connections are the routes to this Province.

On Prince Edward Island, "The Garden of the Gulf," the visitor may find many attractive summering places. Here, for instance, is quaint Tignish, a French-Scotch fishing village where you may still hear spoken the broken English of the ancient Acadians; Charlottetown, "Port la Joie," of the early French sailors, now



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Don't go through this experience this summer. Treat your nerves right. Put a Sargent Noiseless Screen Door Closer on your doors and enjoy the quiet and calm of the drowsy summer evening.

Use them on other doors, too. There is the coat closet in the front hall, the downstairs lavatory door, the bathroom door, the pantry door, the kitchen door, the basement door and others, in the home and at the office.

Doors equipped with Sargent Noiseless Screen Door Closers shut quickly, gently and quietly, without rebound, which means less wear on doors, locks and hinges; more order and dignity in the home.

Sargent Screen Door Closers are easily attached. They are sturdy and dependable, like all Sargent Products.

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LOCKS AND HARDWARE

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Drink Coca-Cola
DELICIOUS and REFRESHING

"I-c-e C-o-l-d C-o-c-a-C-o-l-a!"

Tris Speaker shutting off a runner at the home-plate with a throw from center.

George Sisler setting a new world's record with his 257th safe hit for the season.

Babe Ruth lining one over the fence with the bases full.

Ty Cobb stealing home.

Wambsganss pulling down a liner over second and making an unassisted triple play by catching the runners from second and first.

Ranking with these in the pleasures of the national game, coming just at the right moment every time, is the refreshment of Coca-Cola, delighting taste and satisfying thirst.

Pity the poor umpire

Coca-Cola was a favorite when baseball first came into its own.

Coca-Cola is a favorite everywhere when thirst and taste suggest an impulse.

No fear of the heat of the sun

Sweetened with the nutritious sweetness of pure cane sugar, flavored with a perfect blend of choicest savors, sparkling with the bubbles of pure carbonated water, Coca-Cola is an inimitable combination of good things from nine sunshiny climes which makes great moments any hour every day that delight like the great moments in baseball.

Coca-Cola
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BOTTLE PAT'D NOV.
Drink
Coca-Cola

Drink Coca-Cola
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DELICIOUS AND REFRESHING
THE COCA-COLA COMPANY, ATLANTA, GA.

a typically English town; Summerside ‹ Bedique Bay. Prince Edward Island connected with the mainland, nine mil away, by railway ferry operated betwe Cape Tormentine, N. B., on the Canadian National Railways and Borden on the Prince Edward Island lines of the same system. During the summer there is goo train service from Montreal and Boston.

Newfoundland, with its deep fiords, it virgin forests, its many waters and mountains, an Elysium for sportsmen, altho not a part of the Dominion politically, is closely associated with the Maritime Provinces geographically, the approach being by steamer from North Sydney N. S., to Port aux Basques, N. F. Nort Sydney is a terminus of the Canadia National Railways, having connection with all rail lines in Canada and New England. Interior points are reached by the Reid Newfoundland Railway.

FROM NIAGARA TO THE SAGUENAY

No other inland water trip in America combines a variety of interests equal to that which originates at Niagara and terminates with the Saguenay. It includes in succession America's greatest cataract one of the great lakes, an island paradise, the largest navigable rapids, two cities rich in history and romance, the foreign atmosphere of French Canada, and the awe-inspiring fiord of the continent's most impressive river.

Leaving the roar of the great falls, the route skirts the waters of the Niagara Rapids to Lewiston, where the steamer is waiting for the trip directly across Lake Ontario to Toronto. At this interesting city the St. Lawrence steamer is boarded for the voyage over almost the entire length of Lake Ontario, thence among the Thousand Islands to Prescott, where connection is made with observation steamer especially constructed for safe descent of the eight St. Lawrence rapids and intervening waters to Montreal.

There is much in this city to claim the visitor's interest. The churches, particularly Notre Dame and St. James Cathedral, are noted for their magnificence and historic treasures. Then there is the historic Château de Ramesay, the picturesque Bonsecour Market and ancient church, not omitting an ascent of Mount Royal to view the broad panorama of city, river, and surrounding country.

Reembarking, an overnight sail down the now broadening St. Lawrence brings us to another city of rare fascination—Quebec. From the pier the visitor passes through the narrow, winding streets of the "lower town," with their glimpse of Old-World flavor. Climbing the hill, the Château Frontenac is an abrupt contact with the twentieth century. Every visitor who strolls to and fro along the height of the Citadel reaches the conclusion that no city ever had such a commanding observation gallery as this. From Quebec are popular side excursions to the Falls of Montmorency and the celebrated shrine of Ste. Anne de Beaupre.

Embarking on the Saguenay boat at Quebec, the lower river is entered, and the tourist is soon in the heart of French America. The tall church spires in every hamlet, the white farmhouses, the vernacular heard on all sides, all give foreign coloring to this region. Several interesting landings are made (if the local steamer is taken), including Baie Saint Paul, Les Eboulements, and Saint Irenee, while all steamers stop at Murray Bay, Canada's fashionable river resort. Below Murray Bay the signs of civilization become less frequent, the Laurentians rise in greater heights from the shore until the steamer turns into the rock-hewn portal of the Saguenay at the delightfully situated town of Tadousac. The charm of this place casts its spell upon every visitor who is able to make it a point of stop-over.

From Tadousac up the Saguenay to the head of navigation at Chicoutimi is a trip which grips the wonder and interest of all tourists. It is like passing through one of the great fiords of Norway. The water is inky black; the precipitous mountains rise in stern majesty on either side. As the tourist passes under the towering heights of Capes Trinity and Eternity, taller than Gibraltar, he seems to fall under the spirit of eternal things.

Steamer service on this trip from Lewiston at the mouth of the Niagara River to Chicoutimi at the headwaters of the Saguenay, about eight hundred miles, is provided by various divisions of the Canada Steamship Lines. The entire trip may be made in a fortnight if more ample time is unavailable.

IN THE PLAYGROUNDS OF ONTARIO

Among Canada's most attractive summer playgrounds are the parks and preserves of Ontario, easily accessible from all parts of both the Dominion and the United States. A brief outline of the more important follows:

ALGONQUIN PROVINCIAL PARK

In the Highlands of Ontario, a few hours' rail trip north from Toronto, the Provincial Government has set apart as a forest and wild-life preserve and playground for the people, 2,721 square miles of territory. It is a land dotted with more than a thousand lakes, intersected by myriad rivers and streams, and covered with virgin forests of pine, balsam, and spruce. Fishing, canoeing, and camping facilities are unexcelled, while rustic log hotels and lodges are available.

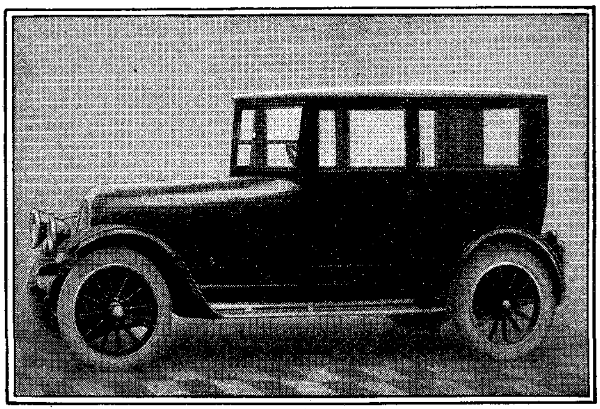
The Park is accessible by Canadian National-Grand Trunk Railways, about two hundred miles from Toronto, and one hundred sixty-nine west from Ottawa. Algonquin Park Station on Cache Lake is the Park headquarters. Numerous stations on the railway lines, south and north of the boundary, provide other gateways.

GEORGIAN BAY—MUSKOKA LAKES

The island fairyland of the Georgian Bay, one of Canada's most attractive vacation regions, may be combined with that other fresh-water summer paradise, the Muskoka Lakes, in a tour of continuous charm. This trip may begin at Toronto with through train to Penetang, where steamer is boarded for a sail among the myriad islands of the Georgian Bay to Rose Point, thence by rail to the Muskokas, down through their beautiful waters to Muskoka Wharf, thence back to Toronto by train. The sail through the Georgian Bay is an unusual experience. For sixty miles the steamer threads her way through the tortuous channel among islands ranging in size from huge boulders to miles in extent. The Muskokas have a charm all their own, which can be appreciated only by those who have had the treat of exploring their loveliness.

LAKES NIPISSING AND TEMAGAMI

To the north of Algonquin Park is a vast region of forests and lakes where nature remains unspoiled. Here is one of the largest Ontario lakes, Nipissing, and seventy miles northward of it Lake Temagami, in the heart of the great Temagami Forest Re-



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serve. There are 1,600 islands in this forest-bordered water, available for camps or summer cottages. The lake has a shore line of 3,000 miles, and near by cluster innumerable smaller lakes. Here the canoe and rod afford favorite pastimes.

The gateway to the Nipissing and French River region is North Bay on the lake's eastern shore, a junction point of the Canadian Pacific and Grand Trunk Systems with the Timiskaming and Northern Ontario Railway, which latter is the northern rail route through the Temagami country to Cochrane, where connection is made with the National Transcontinental Railway. Temagami (430 miles north of Toronto) is the gateway to the lake and reserve of the same name. The Temagami Steamboat and Hotel Company is the outfitting camp and guide headquarters.

THE NIPIGON FOREST RESERVE

In the great Nipigon Forest Reserve, about 8,000 square miles in extent, is a labyrinth of lakes, rivers, and streams, the favorite resort of fishermen and campers. Orient Bay, on the Canadian National Railways, 107 miles east of Port Arthur, and 765 miles west of Toronto, is the chief gateway.

VACATIONS IN THE CANADIAN ROCKIES

The Canadian Rockies embrace a region of stupendous peaks, innumerable lakes, glaciers, streams, and rivers. In the various ranges there are nearly six hundred summits of more than 5,000 feet altitude, while forty-four of these are more than 11,000 feet above sea-level. The extent of this area may be illustrated by the length of time occupied by transcontinental trains in traversing it, a full twenty-four hours.

Situated in the midst of this mountain-land are famous resorts, many supplied with excellent hotels, others with camping facilities, from which lead trips affording delightful experiences for those who enjoy the full grandeur of nature. It is possible here to give only a brief hint of the more notable points of interest. In the eastern regions are Banff, Lake Louise, and Field; in the central and northern territory are Jasper, Mount Robson, and Glacier Parks; in the south central territory Arrow, Windermere, and Kootenay Lakes; on the western slopes the famous Kamloops Lake and River, Fraser River Cañon, etc.

Banff is the chief gateway for the Rocky Mountain National Park, covering an area of 2,750 miles. Among the recreations here are swimming in warm sulphur springs, golf on an 18-hole course, canoeing and motor-boating on adjacent lakes, mountain-climbing, saddle-pony trips, and mountain drives. A new camp resort was opened on Lake Windermere last season, which makes this lake an important point of interest. It will be one of the chief stops on the Banff-Windermere Motor Road, now nearing completion. The altitude of Banff is 4,534 feet, the season from May 15 to September 30.

Lake Louise, close to the Continental Divide, at an elevation of 5,670 feet, is the center of a mountain playground in which inspiring peaks, crystal streams, and emerald lakes abound. Trail trips by foot or in saddle radiate in every direction. Swiss guides are available. The motor road between Banff and Lake Louise is now finished, and motor travel between the two resorts is open. The season is from June 1 to September 30.

Field (altitude 4,072 feet), nestling under the brow of Mount Stephen, is the gateway to the Yoho National Park and Valley, with an area of 560 square miles. Near by are Emerald Lake, Takakkaw Falls, the Yoho Glacier, and other scenic attractions.

Glacier, in the heart of the Selkirks, is the main entrance to the Canadian Glacier Park, covering 468 square miles. Here and near by are some of the largest glaciers of the northern ranges, acres of Alpine flowers, and remarkable caves. Carriage, motor, and saddle trips are available, with Swiss guides for mountain-climbing. The altitude is 3,776 feet, and the season from July 1 to September 15.

All of these resorts are available by the Canadian Pacific System, and may be made stop-overs on the transcontinental journey.

Jasper National Park is in the Athabasca River Valley, and Mount Robson National Park is on the Fraser River. Jasper is surrounded by great peaks, and is close to the entrance of Yellowhead Pass and in the heart of a famous hunting country. Carriage roads lead to points of interest in this great game and forest preserve. The main entrance to this Park is at Jasper, on the Canadian National-Grand Trunk.

Mount Robson National Park, on the same systems, contains the highest peak in the Canadian Rockies, Mount Robson, 13,087 feet. A trail from the station leads past several glaciers to the mountain through the Valley of the Thousand Falls.

The wonderful series of waterways, including Arrow and the Kootenay Lakes in British Columbia, somewhat off the beaten path, are in a region of strong appeal to sportsmen and nature-lovers. The route to this territory diverges from the main line of the Canadian Pacific at Medicine Hat, and continues to Penticton, where steamers are boarded for trips through the lakes. Penticton is at the southern end of Lake Okanogan. The southern route touches West Robson on the southern tip of Arrow Lakes, from which point steamer may be taken to Arrowhead, then train to Revelstoke on the main line, or rail trip may be made over the picturesque Kettle Valley Route, taking steamer at Penticton for the boat trip up the Okanogan Lake to Okanogan Landing, then train to Sicamous. By so doing the west-coast-bound traveler has the opportunity of viewing the Thompson and Fraser Cañons.

If Something Must Shake.—A notorious gossip one day went to Dean W. D. Wilson, burning with indignation: "Oh, doctor, have you heard the disgraceful news? The young people of your church are going to have a dance, they say. How shocking! What do you think about it?"

To which the saintly scholar responded sweetly, "Madame, I had rather have them shake their legs than their tongues!"—*The Christian Register* (*Boston*).

Lincoln's Compromise.—A story of Lincoln's early political life is told in John Wesley Hill's new book, "Abraham Lincoln, Man of God" (Putnam). It seems that in 1846, during a canvass for Congress, Lincoln attended a preaching service of Peter Cartwright's. Cartwright called on all desiring to go to heaven to stand up. All arose but Lincoln. Then he asked all to rise who did not want to go to hell. Lincoln remained still seated. "I am surprized," said Cartwright, "to see Abe Lincoln sitting back there unmoved by these appeals. If Mr. Lincoln does not want to go to heaven and does not want to escape hell, perhaps he will tell us where he does want to go?" Lincoln slowly arose and replied, "I am going to Congress."—*The Christian Register* (*Boston*).

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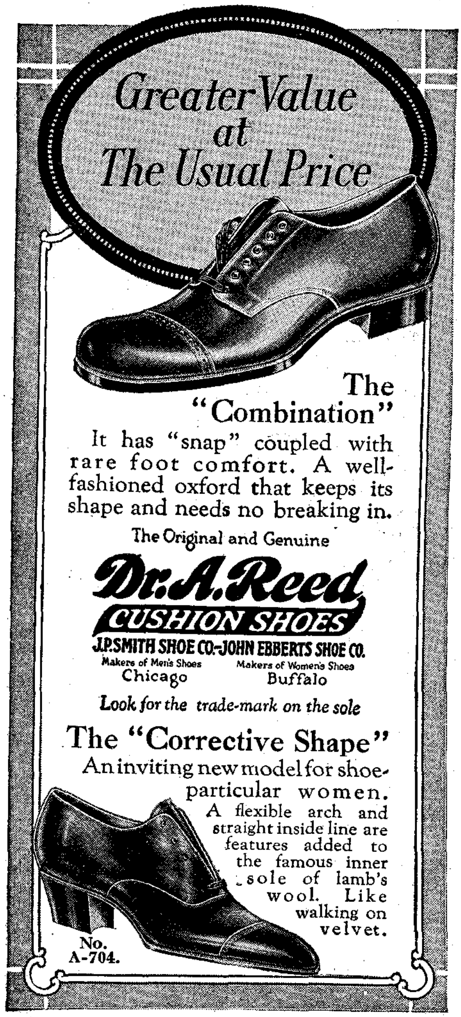
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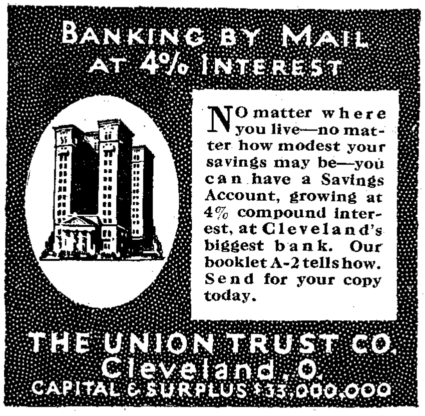
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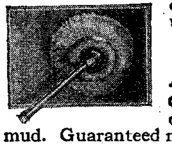
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INVESTMENTS ◆ AND ◆ FINANCE

HOW GERMANY WILL PAY

THERE has been so much confusion over the exact meaning, extent, and effect of the reparations burden imposed on Germany that a New York Stock Exchange house undertakes to tell its customers in its biweekly review of business exactly what and how Germany must pay. We are reminded that by the terms of the final settlement Germany is to pay 132,000,000,000 gold marks, "and in addition to this a special indebtedness due to Belgium under the terms of the Treaty of Versailles, the precise amount of which is not stated, but is estimated at not far from 5,000,000,000 gold marks." Taking the marks at their gold value in dollars, the total sum becomes about $34,000,000,000, although other calculations, it is noted, place it at $32,076,000,000. The terms of payment are stated as follows in the *W. J. Wollman & Co. Review:*

1. Germany agrees to create $34,000,000,000 in bonds. These bonds will be handed over to the Guaranties Commission, a subcommission of the Reparations Commission.

2. These $34,000,000,000 worth of bonds are divided into three series:

Series A. $3,000,000,000 to be issued July 1, paying 5 per cent. interest, plus 1 per cent. sinking-fund.

Series B. $9,500,000,000 to be issued November 1, paying 5 per cent. interest, plus 1 per cent. sinking-fund. Series A bonds have priority on interest over Series B bonds.

Series C. $21,500,000,000 ranking after Series B, to be handed over now without coupon sheets, to be issued from time to time in such proportion as the Reparations Commission may decide, according to the ability of Germany to pay. As soon as any portion of the $21,500,000,000 Series C bonds has been issued, then 5 per cent. interest, plus 1 per cent. sinking-fund, has to be paid thereon.

NOTE: Of the 6 per cent. Germany is required to pay on the issued bonds, 5 per cent. is for interest and 1 per cent. for a sinking-fund for redemption of bonds by annual drawings at par.

3. To provide payment of interest and a sinking-fund for all bonds, Germany has to pay—

(*a*) $500,000,000 a year in gold, the first half-yearly payment of $250,000,000 within twenty-five days from May 12, and the other $250,000,000 at the end of the year.

(*b*) Twenty-six per cent. of the value of the total of German exports, of which 25 per cent. is to be used for the payment of interest on bonds of Series A and B. One per cent. is to be set aside for Series C exclusively. In other words, the 1 per cent. from exports is to be used for the purpose of providing interest on Series B bonds alone, so that in all events Series C bonds will get something and the debt will be kept alive.

4. For the payment of interest and sinking-fund charges on bonds of Series A and B which are to be issued during the present year, $750,000,000 per annum is needed. Of this amount $500,000,000 is to be derived from the fixed annual payments above mentioned, and $250,000,000 is expected to be received from the 25 per cent. on the export-tax payments.

5. Should the entire $34,000,000,000 of bonds be issued, there would be required $1,700,000,000 in interest per annum. This sum would include no provision for reduction of the debt.

6. In connection with the above, it should be stated that German prewar exports had an annual value ranging from $2,000,000,000 to $2,500,000,000.

7. It also should be borne in mind that German prewar imports had an annual value of between $2,125,000,000 and $2,725,000,000. It will thus be seen that the imports have always been greater than the exports. The adverse balance was met by the items of "invisible" income consisting of returns from the merchant fleet, foreign assets, and the colonies.

The above summary sets forth the amount which Germany is obligated to pay and the manner in which payments are to be made. Obviously the plan involves a huge undertaking to market bonds issued by Germany, and which probably will be indorsed either by the particular nation to which they are issued, or perhaps a joint indorsement by the group of nations which constitute the beneficiaries of the reparations plan. It is assumed that for the purpose of obtaining early or immediate reimbursement, an attempt will be made to distribute these securities in the United States.

This financial involvement of America in Germany's debt is commented on by *The American Banker* as follows:

Beyond the direct sympathizers with Germany, it is obvious that few would be willing to pay real money for German bonds without the indorsement of the English or French Government. Perhaps a more desirable method would be for the French to issue their own bonds against the German reparation issues.

The suggestion that the American Government would accept German bonds in lieu of the money owed to us by the Allies is not taken seriously; neither is it thought that any considerable amount of new foreign bonds could be absorbed here. Some of our bankers were inclined to set $200,000,000 as the limit, but this is doubtless underestimating our willingness and ability to cooperate. In the event that such bonds are taken up here, they would, of course, to that extent, tend to rectify the balance of trade and help to correct the exchanges, providing also goods for further reconstruction work in France and elsewhere. In so far as the proceeds are employed in paying interest on debt already incurred in the United States, they would have no effect upon the balance of trade, but the assumption is that during the first period of reparation payments, the proceeds realized from any such sales here would be used in defraying the expenses and meeting the pressing needs of reconstruction and other requirements.

PHOTOPLAY FINANCE

THE phenomenal growth of the moving-picture industry; its progress toward "greater stability and respectability" after "a checkered career marked by favoritism, cutthroat competition, fierce jealousies, and manifold internal dissensions," and its present claim for financial recognition, lead a Los Angeles banker to set forth in some detail the financial side of the business in a recent number of *The Annalist*. Finance, this authority tells us, has been difficult for the moving-picture industry. For example, "few loan committees have cared to submit to the bank examiner a loan for thousands of dollars against such security as a few thousand feet of film." But—

At least one method has been devised under which the producers of motion-pictures can borrow from the bank, and at reasonable rates, a substantial portion of their financial requirements, *i.e.*, by establishing a margin for their loan in the same manner as the borrower who pledges cotton, flour, automobiles, or, in fact, any commodity. This may be accomplished through the producer paying out of his own pocket the initial expenditures of a given production. A margin of from 30 to 35 per cent. seems conservative in the picture business. In consideration of a loan against uncompleted negative films emphasis should be laid on the importance of two fundamental factors which determine the desirability of such loans:

1. The integrity and personal character of the producer and his ability and experience, especially along business lines. It does not necessarily follow that a master of the creative art is an equally good business manager.

2. Definite arrangements for "releasing" or selling the picture when completed. Hundreds of thousands of dollars have been invested in photoplays, by new or inexperienced producers, which could not be sold when finished; so that viewed from the banker's standpoint, rather than the hopeful optimism of the producer, actual provision for selling the product should be made prior to any bank advances. Most of the leading producers own or control their own distributing or marketing organizations or have well-established connections with leading distributing firms.

Other factors to be considered are the type of picture and its popular appeal; whether or not stars are to be featured and the nature of contracts between the stars and their managers or producers. The prospective cost of the picture should be carefully estimated.

Contrary, perhaps, to the general belief, loans against motion-pictures made by a well-known and experienced producer with a commercial vogue offer a substantial degree of security as well as liquidity. In many instances the picture to be made is sold before it is produced, and oftentimes the distributer guarantees to the producer his cost of production. Repayment of a motion-picture loan is provided through the deposit of the entire gross receipts due the producer from any particular production with the bank which has financed the completion of the picture, and the application of such proceeds to the loan until the bank's advances are repaid with interest. The average feature picture will return to the producer anywhere from $5,000 to $15,000 a week following release, which after a few weeks gradually

The Scotchman's Heaven

IT is the custom, time honored, to approach investment matters in a grave and serious vein, and so reflect the solidity of the securities offered.

But it is the exception that proves the rule, and even in so solid a field as the financial, there are exceptional investments offered.

To those who are Scotch by purse (if not by birth) the securities of the Light and Power companies of America should appeal strongly, offering as they do maximum safety and maximum return, and this is paradoxical only until the reasons are given.

First of all, we haven't as a nation the Public Utility Security buying habit, just as before the war we hadn't the Government Bond buying habit—and habit, imitation, (merit aside) plays a big part in security sales, just as it does in the clothing business.

Wise ones are just beginning to discover that the utility has something to offer in its securities that even from a banking standpoint is about air-tight.

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Third, a potential future market twice as big as the present—securing and assuring future earning power.

It is significant—and any statistical chart proves it—that strikes, inflations and deflations and all the other illnesses to which securities are supposed to be subject, seem to affect the Public Utility least of all.

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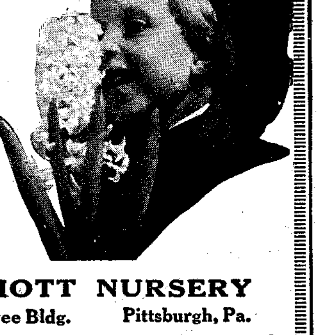

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INVESTMENTS AND FINANCE
Continued

declines. This return rapidly reduces the bank's loan, which is normally repaid in from three to six months following the actual release of the picture.

The writer goes on to present many interesting figures throwing light on the development of various phases of the moving-picture business. The whole industry has four main divisions—production, distribution, exhibition, and export. The output of American motion-pictures in 1920 is said to have been worth approximately $200,000,000. The average feature film costs from $100,000 to $250,000. These figures for a typical feature show how the money is spent:

SALARIES, WAGES, ETC.

		Per Cent.
Directors and staff	$21,462	15.33
Acting personnel (including extras)	26,224	18.73
Administrative (office and executives)	11,069	7.90
Mechanics, electricians, carpenters, laborers, etc	26,656	19.04
Totals	$85,411	61.00

OTHER EXPENSES

		Per Cent.
Scenario (including cost of story and continuity)	$2,795	1.99
Materials used in scenery and sets	5,648	4.04
Properties (including rentals)	14,969	10.70
Wardrobe (including rentals)	2,123	1.52
Publicity	2,676	1.90
Raw film	5,583	3.99
Insurance and taxes	3,243	2.32
Depreciation	5,487	3.92
Interest on advances from banks	3,338	2.38
General expenses and miscellaneous overhead	8,727	6.24
Totals	$140,000	100.00

Distribution, or marketing, is more important than production. There are fifteen leading distributing systems and more than 125 smaller distributers operating locally or sectionally. There are various financial connections between groups of distributers and producers and distributers and exhibitors. We are told that—

The returns of a motion-picture indicate that 30 per cent. of the ultimate gross returns are collected in the first two months following the release of the picture, 25 per cent. more of the final total in the following three months, and an additional 35 per cent. in the following seven months. The average picture takes in about 90 per cent. of its final total in the first year following its release. The final 10 per cent. will come in in the first three or four months of the second year. This, however, is exclusive of foreign rights.

Based upon the film taxes paid by the distributers to the Government, the distributers collected for the fiscal year ended June 30, 1920, about $86,000,000, or more than $1,500,000 weekly. Their average charge for selling motion-pictures runs from 30 to 40 per cent. of the gross receipts from these pictures, and it is customary for the distributer and producer to divide the net receipts of a production after these charges and the producer's cost have been deducted. In addition the producer has the outright sale of the foreign rights to his pictures, which often yield as much as $100,000 for each picture.

To see the pictures every American, on the average, is said to be paying $7.15 a year. As the writer in *The Annalist* sets

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The Quality Hand Iron

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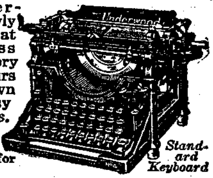

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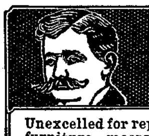

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down a number of interesting facts regarding the exhibition side of the industry:

> There are more than 16,000 motion-picture theaters in the United States, of which 80 per cent. are of the smaller variety, charging from 11 cents to 17 cents admission. This compares with approximately 17,500 theaters in the rest of the world. The number of new theaters under construction is rapidly increasing. Theaters in this country have a seating capacity of more than 5,400,000. On the average this is filled several times daily, and it is estimated that the theater-owners take in each week a total of $14,500,000, or an average of over $2,000,000 a day. This makes a total annual motion-picture theater admissions expenditure of $750,000,000, or, on the basis of an American population of 105,000,000 people, an average annual motion-picture expenditure for each person of $7.15. This estimate is supported by the records of the Commissioner of Internal Revenue, which show that for the fiscal year ended June 30, 1920, the 10 per cent. tax on admissions to theaters amounted to $76,733,647, which would indicate total box-office receipts of $767,000,000.

This country, as most people know, is the world's greatest manufacturer of films. It seems that—

> After all American demands had been supplied more than 47,000 miles of film were exported in 1920. The following table shows the rapid increase since 1913, as well as the effect of the war on this character of our exports:

Exports of Film	*Exposed Linear Feet*	*Unexposed Feet*
1913	32,000,000	114,000,000
1915	73,000,000	126,000,000
1916	164,000,000	......
1917	110,000,000	56,000,000
1918	80,000,000	72,000,000
1919	153,000,000	120,000,000
1920	175,000,000	63,000,000

> Total imports of film in 1920 amounted to 106,000,000 linear feet, or about 60 per cent. of the exports.

EFFECT OF LOWER INTEREST RATES

HIGH interest rates, "especially the 7 per cent. rate of the Bank of England, which was the highest in half a century, had asmuch to do with starting the war-inflation pyramid tumble as any other single factor," in the opinion of the New York *Herald*. A year ago, it may be remembered, the Bank of England raised its discount rate from 6 to 7 per cent., and several of our Federal Reserve Banks made like moves. At the end of April the Bank of England rate was cut to 6½ per cent. Since then our Federal Reserve Banks have been lowering their rediscount rates so that now they are all charging 6 or 6½ per cent. Financial writers have paid special attention to the Boston bank's drop from 7 to 6 per cent. and the New York bank's cut from 7 to 6½. "Lower interest rates, which mean lower wages for capital, do not mean that deflation in the commercial and industrial world is complete," says *The Herald*, "it is not"; but they are "the forerunners of lower costs in every branch of production and distribution which must be established before prosperity can return to full flower." "If

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"THE NATIONAL DRINK"

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Grape Juice
NET MEASURE ONE PINT
From Choicest
Concord Grapes
Pure & Unfermented
Serve Cold
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THE drink that reflects the health of all outdoors—Nature's drink.

WELCH'S is the pure juice of full-ripe, luscious Concord grapes. Drinking a small glass of it gives you all the richness, all the food elements and all the health-building qualities of a big bunch of grapes fresh from the vine.

When served "straight," WELCH'S should be chilled and sipped from small glasses. It is an excellent fruit course for breakfast. A glass each day promotes health.

For a longer drink, and for social occasions, WELCH'S may be blended with plain or charged water in a hi-ball, or with ginger ale or lemonade. In a punch, WELCH'S adds color, body and most delightful taste.

The value of WELCH'S as a drink is the value of fresh fruit in the diet. Not only does it quench thirst, but it gives vigor without reaction. It has a value far beyond mere flavored beverages.

WELCH'S has been the quality grape juice since 1869. *Say Welch's and get it.*

Specify Welch's distinctly at Club, Restaurant or Fountain. For home use, ask your grocer, druggist or confectioner to supply you — by the bottle or the case.

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Made in the cup at the table
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PREPARED COFFEE
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INVESTMENTS AND FINANCE
Continued

we are reducing the wages of labor, so," remarks the New York *Evening Mail*, "should we also reduce the cost of money." These reductions, in the opinion of the Boston *News Bureau*, "emphasize the degree to which 'deflation' has succeeded 'inflation'":

> The symptoms which necessitated prolonged banking pressure for their cure have now largely disappeared; and a 7 per cent. rate had become somewhat anomalous in view of these changed business conditions. Likewise the formerly much-imperiled reserve position has now been fortified to a high degree of strength, supplying a further argument for rediscount revision. The new schedule is, therefore, a symbol of relaxed credit strain; and with the experience of the past year and a half, there is a moral temptation to fresh credit excesses.
>
> Business borrowers are chastened by severe experience. Even if they could possibly work up the old mood, and if their banks would let them indulge it in the least, too many of them are still cribbed, cabined, and confined by either old stocks of goods and old loans not wholly liquidated or by a dearth of new orders on their books; in addition to which is the important fact that unit prices as measuring credit needs are far below the peaks of last year.
>
> On both sides of the water a moral encouragement, a clue of confidence, is given in terms of credit to languishing business.

The Wall Street Journal agrees that—

> While lower interest rates do not directly mean increased business, they at least tend to stimulate industry and lend a certain force to increased production. Many merchants and manufacturers have hesitated to go ahead while credit was tight. Now that relaxation is visible, many are inclined to the belief that some improvement will be visible in the industrial world. . . . . . .
>
> Bankers say the reduction was made purely to promote industry and to lessen the burden of business interests, and now that rates are being lowered, no repetition of excessive speculative borrowing will be countenanced.

The change in interest rates has an important bearing on the farm crisis, say some writers. For instance, it seems to *Wallaces' Farmer* (Des Moines), "that deflation has run its course, and that moderate improvement in business conditions should begin late in the summer or early fall. The farmer should also benefit if his 1921 crops are not burdensomely large."

Others look for a change for the better in the housing situation. Lower Federal Reserve Bank rates, says a writer on the real-estate page of the New York *World*, "at last are pressing realty back toward normalcy." The investment world is said to be anticipating a further drop from the 7 per cent. level, "and it is telling in plain language to far-seeing operators that rents must come down in conformity with the ruling money rate."

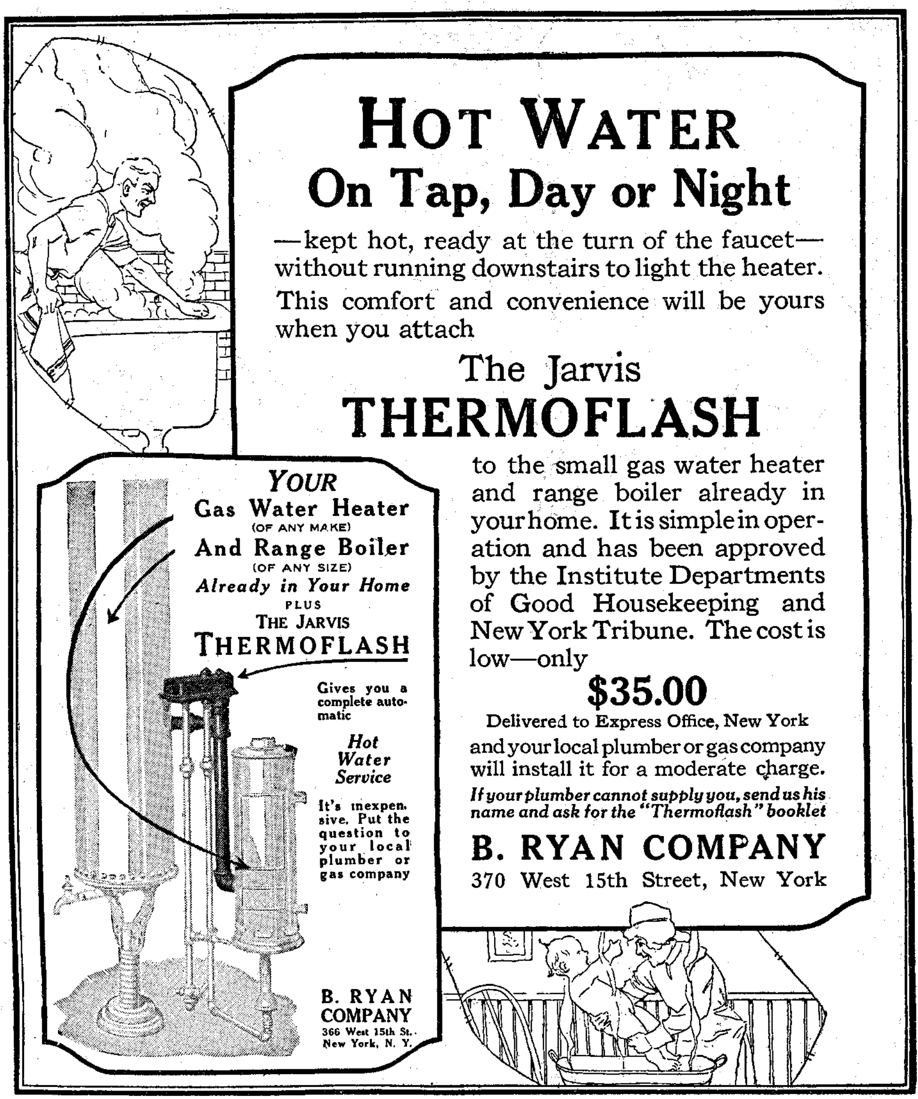
On the other hand, the New York *Journal of Commerce* feels that the reductions of rates, whether in this country or London, "have not gone far enough to be of much importance in themselves."

It is their psychological effect and the suggestion they furnish that is of chief interest. One-half of one per cent., more or less, in the cost of rediscount accommodation is not likely to affect commercial rates very broadly as things stand. The real basis of present bank management lies in the general loan policy that may be adopted. "Freer" credit rather than lower rates is what is desired by many of those who complain of high money. Can they get it? Only at the cost of renewed inflation with price-booming to correspond.

RUSSIA GOES BACK TO SILVER

THE Russian muzhik is tired of coming to town with an armful of ruble notes when he has to buy a pair of shoes, and it is this state of mind among the peasantry, according to a Riga dispatch quoted by *The Commercial and Financial Chronicle*, that has compelled the Russian Soviet Government to resume the coinage of silver. Thus the Bolshevik Government has reversed its position after having held out for a long time for a complete abolition of money. The change of front, says the Riga writer, whose dispatch is based on information in the Moscow newspapers, is due to the desire of the Government to satisfy the peasants, "whose ascendency in Russian affairs is becoming increasingly evident daily." Moreover, we read:

> The Moscow newspaper, *Economic Life*, has been permitted to print a lengthy article advocating the restoration of the savings-banks in Russia and even the payment of interest in connection with the proposed new coinage of silver.
>
> "It is considered," says the newspaper, "that the establishment of a wide network of savings-banks, separately or jointly with the cooperative societies, would be a most useful measure. In order to draw money into such banks, there should be some privileges, or even the payment of interest.
>
> "From the economic view-point there could be no objection, because it is clear the republic would gain more if it paid interest, which would save money, being more profitable than constantly issuing new billions of exchange tokens."
>
> *Economic Life* asserts that the establishment of the banks would have a great psychological effect on the peasants by preventing them from hoarding silver money. It concludes with the statement that such a change would be unavoidable as soon as financial relations are founded "on the sound basis of exchange of goods."
>
> Finally, the Moscow *Izvestia*, a copy of which has been received here, says a new decree issued by Nikolai Lenine, the Russian Soviet Premier, gives the trades-unions, instead of the Government, the right to fix the pay of workmen.
>
> Following the restoration of free trade to cooperative societies, the establishment of a system of taxation in kind and other recent concessions, the decision to restore the coinage of silver marks, according to recent arrivals from Moscow, is Premier Lenine's final admission of the impossibility of the original Communistic theories at this time.



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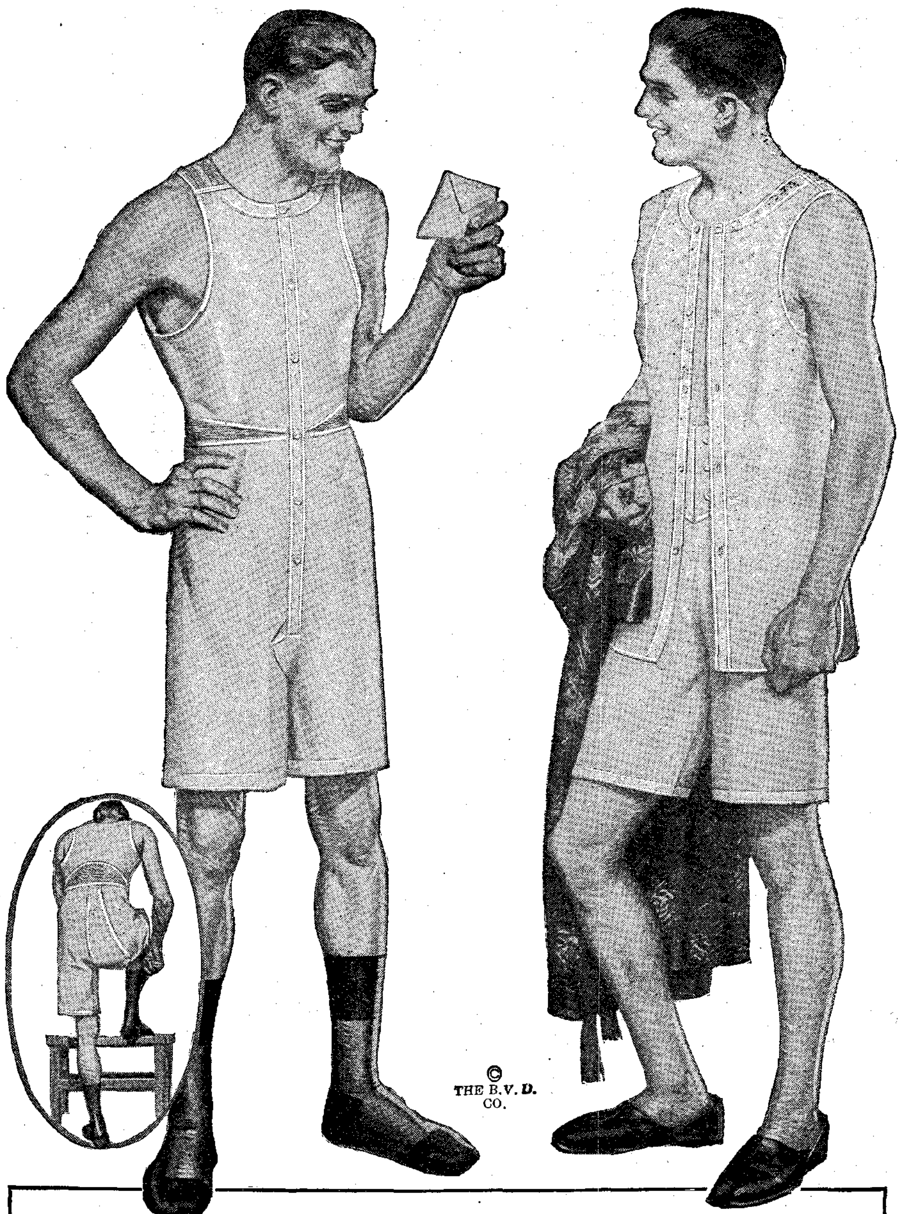

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CURRENT EVENTS

FOREIGN

May 18.—Premier Lloyd George issues a statement saying that the fate of Upper Silesia must be decided by the Allied Supreme Council.

The German Government warns Bavaria to disband her military forces.

May 19.—The French Ambassador to Berlin notifies Chancellor Wirth that the shipments of arms and ammunition into Upper Silesia must cease.

In his first public speech in England, Ambassador George Harvey says that the United States will never join the League of Nations, but calls for Anglo-American unity to restore peace.

The Italian Government decides to expel the Russian Commercial Mission, because of its Communist propaganda.

May 20.—Rioting breaks out in Alexandria, Egypt, and many policemen and demonstrators are killed or wounded.

May 21.—Pope Benedict appeals to the English and Irish to end the reign of terror in Ireland.

The French Government requests the British Government to make joint representations to Berlin to stop the passage of arms and volunteers into Upper Silesia.

A post-card vote taken in several Japanese cities shows overwhelming sentiment for disarmament.

Recognition of the *de jure* government of Bolivia has been extended by France, it is announced.

May 22.—German irregular forces invade Upper Silesia and drive back the Polish forces, according to dispatches from Radivor.

The Japanese Foreign Office announces that Japan is to evacuate Siberia and restore Shantung to China at the earliest moment possible.

Thirty fires, believed to have been started by Sinn-Feiners, break out in various parts of England, and £50,000 damage is done.

May 23.—Thirty-seven persons are dead and 151 wounded, as a result of rioting in Alexandria, Egypt, during the last two days, it is reported.

Four British battalions are dispatched from the Rhine to Upper Silesia, where German irregular troops and Polish insurgents are clashing frequently.

May 24.—Germany closes the Upper Silesian frontier and imposes a penalty for illegal recruiting or for organizing military bodies.

German irregular troops in Upper Silesia attack the Polish insurgents along the Oder River and regain control of all the bridges.

Elections to the Ulster Parliament under the new Home Rule Act are held amid serious disorder, in which seven people are stabbed.

CONGRESS

May 20.—Senator Stanley introduces a bill to suspend publication of the "slacker list," pending investigation as to its correctness.

May 23.—The House votes an additional $200,000 for enforcement of the the Volstead Act until July 1.

The House adopts the Emergency Tariff Bill by a vote of 245 to 97, and it goes to the President. The bill carries tariff duties on thirty odd products of the farm, together with compensatory duties on the articles manufactured from them. It also empowers the Secretary of the Treasury to employ penalties in preventing the dumping of foreign-made goods, continues the war-time control over importations of dyes, and operates to clarify tangles in the assessment of duties which result from fluctuating exchange rates.

ay 24.—The Senate adopts an amendment to the Naval Appropriation Bill providing for a personnel of 120,000, instead of 100,000 as provided by the House.

Senator Johnson, of California, introduces a resolution directing the Senate Education and Labor Committee to make an investigation of the West Virginia-Kentucky coal strike.

DOMESTIC

ay 18. — Secretary Hughes rejects Poland's appeal for support on the Upper Silesian question, on the ground that it is a matter of European concern only.

Franklin K. Lane, Secretary of the Interior in President Wilson's Cabinet, dies at Rochester, Minnesota, in his fifty-sixth year.

Edward Douglass White, Chief Justice of the United States Supreme Court, dies in Washington in his seventy-sixth year.

Ex-Governor Sidney J. Catts, of Florida, is indicted on charge of peonage.

Representatives of the striking seamen, marine engineers, and radio operators give Secretary of Labor Davis power to adjust questions at issue between them and the Shipping Board and ship-owners.

May 19.—Conferences arranged by Secretary of Labor Davis to settle the nation-wide shipping strike end in failure.

Attorney-General Daugherty announces the appointment of James M. Beck, of New York, as Solicitor-General.

May 20.—Governor Morgan, of West Virginia, issues a proclamation declaring martial law in Mingo County.

Street-car workers renew rioting at Albany, New York.

Secretary of War Weeks urges Congressional action to prevent the further acquisition by Germany of American patents on military devices.

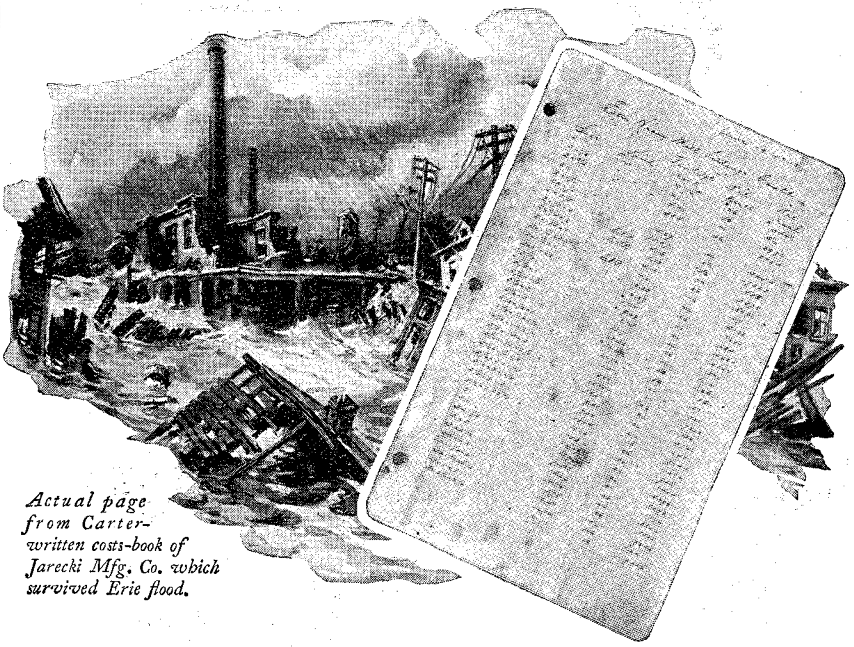
President Harding presents $100,000 worth of radium, the gift of American women, to Mme. Curie, Franco-Polish scientist and discoverer of radium.

May 22.—Proposals for settlement of the marine-workers' strike, which include a compromise wage reduction of 15 per cent., are rejected by the unions involved.

Samuel Gompers announces that the American Federation of Labor is planning a national drive to unionize industry.

May 23.—In an address over soldier dead at Hoboken, New Jersey, President Harding makes an appeal for better understanding among peoples, classes, and nations.

May 24.—The Railroad Labor Board announces a wage reduction of from 10 to 15 per cent., according to the class of employees affected, to become effective July 1.



Actual page from Carter-written costs-book of Jarecki Mfg. Co. which survived Erie flood.

The whole cost system soaked, sponged *and* saved!

WHEN the flood hit Erie in 1914, the cost system of the Jarecki Manufacturing Company was recorded in one all-important volume—the very heart of the company's profit on a complex line of products.

So mud-covered that they had to be sponged, the pages lost the rulings entirely—but the items were as clear and sharp as ever, for they had been set down in

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Not one item was lost—the written pages still bore their invaluable information which meant large actual savings in money to the firm.

Carter's Writing Fluid, in ordinary life at home or in business, writes deep blue, flows freely, dries a strong permanent black, because it is the business of the Carter Laboratories to see that it always does those things.

Perhaps Carter's has saved *your* records in a severe test. (If so, write us about it.)

In any case, you'll need Carter permanency for insurance when your emergency *does* come.

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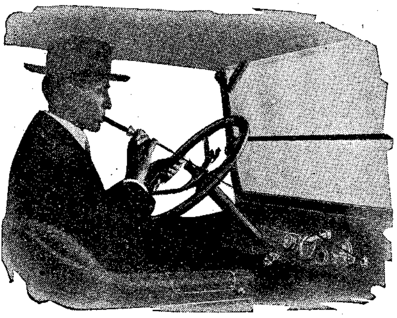

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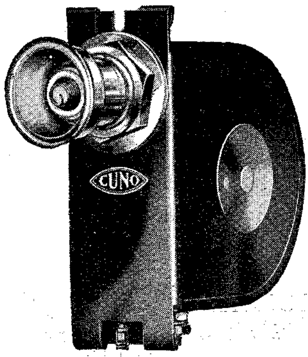

FOR DASH, in Nickel finish, $8.00

If your Accessory Dealer cannot supply you, send his name with your order—together with name and model of your car.

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THE ◆ SPICE ◆ OF ◆ LIFE

Exclusive.—"De man dat insists on havin' his own way," said Uncle Eben, "sometimes winds up by havin' dat an' nothin' else."—*Washington Star.*

Suitable.—A permanent blush can now be supplied by the beauty specialist. Just the thing to wear with some of the evening gowns we have seen lately.—*London Opinion.*

To Avoid Confusion.—There is talk of a building strike in the near future. Bricklayers would have to wear red rosettes or something to indicate that they were not working.—*London Opinion.*

Leak Somewhere.—EDITOR—"We can't accept this poem. It isn't verse at all; merely an escape of gas."

ASPIRING POET—"Ah! I see; something wrong with the meter."—*The Medley (New York).*

Real Joy Ride.—"What sort of a time is your friend having on his motor tour?"

"Great! I've had only two letters from him—one from a police-station and the other from a hospital."—*The Bulletin (Sydney).*

High Game.—"My time," said the magnate, "is worth $100 a minute."

"Well," answered his friend casually, "let's go out this afternoon and play $10,000 or $15,000 worth of golf."—*Boston Transcript.*

Fatal Shock.—

AUTOIST DIES WHILE DRIVING
—Head-line.

Probably he discovered that his car would do everything the salesman said it would.—*Buffalo Express.*

Classic Obscurations.—"Some of the greatest works of literature and philosophy lie buried in obscurity."

"Don't I know it?" agreed Senator Sorghum. "Look at any of last year's party platforms."—*Washington Star.*

Doing Their Best.—"Couldn't you find any eggs, dear?" a woman asked her little city niece who was visiting her on her farm.

"No, auntie," said the child, "the hens were scratching all around as hard as they could, but they hadn't found a single egg."—*Boston Transcript.*

Happy Ending.—"I have just heard of a woman who went to a hotel unaccompanied and discovered that the acoustic properties of her room were such that every time she spoke aloud there was an echo. She then made a bold attempt to get in a last word, and in so doing talked herself to death." — *Portland Express and Advertiser.*

Sure to Be Light.—"I think you need more footlights on the stage," said the theatrical manager who had hired the hall for a performance.

"Oh, you'll find the house light enough when you come to give your show, I reckon," replied the man who owned the hall and knew the town.—*Yonkers Statesman.*

Page a Fly.—MISS STEVENS—"Albe will you please run up that curtain?"

ALBERT—"I'm not in very good tra ing, but I'll try."—*Warwick Life.*

Serious.—"What's the charge, officer

"Vagrancy, your honor. He was lo ing around a street corner."

"Ah, impersonating an officer."—*Pup (Carnegie Tech.)*

He Knew.—MORE BRAINS (at pia recital)—"What is that charming thi he is playing?"

LESS BRAINS—"A piano, y' dub." *Wisconsin Octopus.*

Unheard-of.—"Great excitement at t country club."

"Over what?"

"A country man tried to join."—*Lou ville Courier-Journal.*

Overpaid Anyway.—"I claim that Co gressmen are paid more than they worth."

"How much are they paid?"

"I don't know."—*Nashville Tennessea*

Where the Trouble Was.—FIRST DOUG BOY—"Did you have trouble with yo French while in Paris?"

SECOND DITTO—"No, but the P risians did!"—*Western Christian Advoc (Cincinnati).*

Two in One.—"Sages tell us that t best way to get the most out of life is fall in love with a great problem or a beau ful woman."

"Why not choose the latter and g both?"—*Amherst Lord Jeff.*

A Safe Risk.—FIRST UNDERGRAD.- "What shall we do?"

SECOND UNDERGRAD—"I'll spin a coi If it's heads we'll go to the movies; tai we go to the dance, and if it stands c edge we'll study."—*London Opinion.*

Sad Associations.—"I can't play bi liards in the winter-time at all."

"Why not?"

"Every time I get to knocking tho three balls around it reminds me of m overcoat."—*Gargoyle (Michigan).*

Holding the Attention.—"Can you den onstrate your theory so that it can popularly understood?"

"Perhaps," replied the eminent scientis "But why consign it to obscurity ending a very interesting discussion?"- *Washington Star.*

The Cynical Compositor.—The home Mr. and Mrs. Charles Brown was t scene of a beautiful wedding last evenir when their youngest daughter Margar was joined in holy deadlock to Mr. Davi Preston.—*Quoted from a Western paper the Boston Transcript.*

The Wind Wins.—SCHRECHAM—"H was a wise poet who remarked that in th world a man must be either anvil hammer."

PEACHAM—"Oh, I don't know. seems that most of them are merel bellows."—*Edinburgh Scotsman.*